

Volume 52

CITY NOISES

The doctors discovered long ago that excessive noise has definitely injurious effects. It weakens the hearing, is bad for the nerves, diminishes the quantity and impairs the quality of work, and in time may break down the strongest of constitutions. More alert than public officials, our business and professional men have paid attention to these findings and have tried to minimize the daily din of shops and offices. Sound-absorbing walls and ceilings, for example, are common in large rooms. A hundred anti-noise devices are on the market. Indoors we are beginning to work with more freedom from disturbance than heretofore.

The outdoor hubbub of the cities has become greater and greater, however. In some places it is now so objectionable that vigorous measures have been taken. New York has made a thorough study and is applying cures. Foreign municipalities, at which Americans are inclined to scoff, acted many years ago. Now Boston is to consider the problem, Mayor Curley having instructed the city planning board to investigate and make recommendations. Boston is perhaps not so bad an offender as other places, but is far worse than it should be.

The city dweller submits to certain noises without complaint. He realizes that modern skyscrapers cannot be erected silently, that steel cars on steel wheels cause a clatter, that motor horns must toot and brakes squeak. What the normal metropolitan person objects to is the excess of noise due to carelessness. Thus, the people of Newton Corners say that the racket made by street cars in that vicinity is from causes which might be removed by the Elevated. A hundred other similar nuisances may easily be abated by invoking the necessary laws and by carrying on a campaign of education.

Curley Urges Vote On Rum Question

A blast at Hoover, a boost for Smith and a demand for a speedy settlement of the prohibition question through the ballot, were made last night by Mayor Curley in his address at the Birthday Dinner of the Thomas Jefferson League of Massachusetts held at Hotel Commander, Cambridge.

In regard to prohibition the mayor said:

"Division of opinion upon the Volstead Act is today almost as great as was the division of opinion upon the question of slavery and the best interests of America require that this question be speedily settled through recourse to the ballot rather than to permit it to reach such proportions as may make necessary its solution by other than peaceful methods."

ROOSEVELT IS BOOMED HERE

Victory for the Democrats in 1932 with Gov. Franklin D. Roosevelt as their standard bearer was predicted at the annual Thomas Jefferson birthday dinner held last night by the Thomas Jefferson League of Massachusetts, Inc., in the Hotel Commander, Cambridge.

Governor Roosevelt was boomed for the Democratic nomination by State Senator John J. McNaboe of New York, who represented the chief executive of New York state at the banquet.

Mayor Curley made a bitter attack on the Republican regime and cited the three major contributions of Jefferson to Democratic government as political liberty, religious freedom and free education.

State Senator McNaboe of New York said that in 1932 the Democrats, in Gov. Roosevelt, would have a standard-bearer who was a leader, a liberal and a good fellow.

James Roosevelt, son of Gov. Roosevelt, spoke and asked for a return to simplicity in government. Traffic Commissioner Joseph A. Conry said that the 1928 election indicated the downfall of the Republican party and predicted a Democratic President in 1932.

Congressman John W. McCormack told the members that although the doom of the Republican party was apparent.

FOLEY ADDS TO CURLEY CHARGE

Says Gangster Funds Used Against Him

Mayor Curley's charge that gangster funds were used unsuccessfully in the last campaign for district attorney was declared by District Attorney William J. Foley yesterday to be a repetition of open charges he made during his battle for re-election. The district attorney pointed out that during his campaign he charged that racketeers and gangsters were seeking his defeat.

He declared that it was impossible to move against contributors to campaign chests unless they violated the election laws. The use of "stalking horses" he said was a political trick which is often used by racketeers and just as difficult to fight as the contributions which remain within the limits specified by the law.

SUPT. CHAPMAN DEMANDS PROBE

Philip A. Chapman, superintendent of supplies for the city, today requested Chairman Frank A. Goodwin of the Boston Finance Commission to conduct an investigation into the charges made by City Councillor Clement A. Norton of Hyde Park that there was graft in his department.

In a letter to Mayor Curley Chapman said this is the first time his honesty and integrity have ever been questioned and he feels the remarks of Councillor Norton should not be permitted to go unchallenged.

Norton, at the meeting of the City Council Monday, said:

"If you want to keep taxes down investigate your purchasing department."

Norton also charged that the State purchasing authorities were buying automobiles for \$200 less than is paid by the city purchasing department.

The mayor suggested to Chairman Goodwin that Councillor Norton be called before that body, placed under oath and asked to give testimony concerning the city purchasing department.

Mayor Plans 5 New Hospital Buildings

Following a conference today with Joseph P. Manning, chairman of the trustees of the Boston City Hospital, Mayor Curley announced that bids will be called for shortly for the construction of a \$600,000 children's pavilion and a \$500,000 pediatric building at that institution.

With a view to expediting the building program of the hospital the mayor will confer with the full board of trustees tomorrow on the construction of an ambulance station and laundry and kitchen buildings.

Mayor Curley Says:

"The gun man invariably exchanges liberty for a term in jail. The price paid is too great."

TRANSCRIPT 4/14/31

CHURCH 4/14/31

AMERICAN 4/14/31

Passes City Budget, and Acts on Relief

With only three dissenting votes, the City Council yesterday approved the appropriation budget of \$51394,506, submitted by the mayor, without a single change. The Council refused to grant a courtesy asked by Chairman Laurence Curtis, 2d, of the Committee on Appropriations and insisted on including in the budget the appropriations for public welfare which the committee was anxious to hold over for another week. The three councilors who voted against approval of the budget were Clement A. Norton of Hyde Park, John F. Dowd of Roxbury and Francis E. Kelly of Dorchester.

The approval of the welfare department appropriation did not influence the council to disregard Councilor Dowd's order providing for appointment of certified public accountants to inspect the accounts of the welfare department and the business firms supplying coal, groceries and other city relief to the poor and the unemployed. This order was passed.

Commenting later, Mayor Curley announced that when the order reaches his desk he will refer it to the Finance Commission for action.

Pointing out that the Finance Commission lacked sufficient funds to hire public accountants, Chairman Frank A. Goodwin challenged the council to appropriate \$5000 or \$10,000 to conduct the investigation. "If they will give us the money," said the Finance Commission chairman, "we will investigate."

Investigation by the Finance Commission, the mayor contended, would give Councilor Dowd and everybody else a chance to appear before the investigating body and present whatever evidence they may have in regard to alleged "rackets" at the charity headquarters.

The only opposition to Councilor Dowd's charges was sounded by Councilor Herman L. Bush of Roxbury, who insisted that some errors were to be expected in the disposition of 12,000 cases

No More Money for Special Justices

Mayor Curley sent to the city council today his veto of the order accepting the legislative enactment providing for an increase in the pay of special justices of the municipal court from \$25 to \$30 a day. The mayor felt that he could not approve the increase inasmuch as he had denied similar favors to several thousand city employees this year.

BUILDING OFFICIALS IN ANNUAL MEETING

More Than 150 From All Over New England

More than 150 building officials from all over the New England territory were present in this city today for the opening session of the annual meeting of the New England Building Officials' Conference at the Hotel Kenmore, Commonwealth av., shortly before noon.

Edward W. Roemer Building Commissioner of Boston, and also the president of the conference, presided, and chairman of the various committees, auditing, nominating, code, legislative and executive, gave their reports.

Pres Roemer explained the object of the conference briefly for those who have become members since the last annual meeting. He outlined the progress that had been made in the year past toward the completion of the uniform building code that was first undertaken a few years ago.

During the early hours the visiting officials renewed acquaintances, and later they listened to brief talks on building construction. The various speakers stressed the necessity of passage of proper building laws and ordinances, and talked over the best way of impressing on the public the importance of the duties of the building officials.

Pres Roemer expressed the belief that the enactment of the building code now being planned would go a long way toward stabilizing the building industry to the benefit of the general public. The new code is being written under the leadership of Pres Roemer.

Following luncheon at noon there was a general assembly and an address of welcome by Mayor Curley.

Later the meeting heard the annual reports of Pres Roemer, Frank H. Curley of Boston, the secretary, and Alman Hunt of Lynn the treasurer.

R. S. Tilden, a New York engineer, spoke on reinforced brick. Frank Alcott of Washington discussed permissible heights and areas, and Leo Schwartz, legal adviser of the conference, spoke on the requirements relating to the protection of adjoining construction and the proper removal of unsafe structures.

Here Is Mayor Curley's Aphorism for Today

Mayor Curley's aphorism for today:

"The gunman invariably exchanges liberty for a term in jail. The price paid is too great."

RELIEF RACKET PARLEY CALLED BY CURLEY

Charges of a poor relief "racket," and the city council's vote for an investigation, led Mayor Curley today to call a conference in his office of officials concerned.

Those attending included Chairman Simon E. Hecht of the overseers of the public welfare; Corporation Counsel Samuel Silverman; William H. Taylor, member of the board of overseers, and Secretary Walter V. McCarthy of the public welfare department.

"As far as I am concerned, I'm not going to have any statement to make, but as far as the overseers are concerned, they will probably have something to say later on today," said the mayor, as the conference started.

The Public Welfare Department will "without any difficulty" bear the brunt of the proposed investigation, Secretary McCarthy said earlier today. He promised a statement after a talk with Chairman Hecht, but the mayor's conference intervened.

Charges made by Councilor John E. Dowd of Roxbury, that a "racket" is being worked in poor relief, will be sifted to the bottom if a probe ordered by the Council is made.

Appointment of certified public accountants to investigate the records of the department and the records of business firms supplying coal, groceries and other forms of relief for the poor has been ordered by the City Council.

Mayor Kills Salary Boost for Judges

A recent order of the Boston City Council requesting an increase in salaries for special associate justices of the Municipal courts from \$25 to \$30 a day was vetoed by Mayor Curley today.

"I feel that these men should be treated as all other city employees are being treated this year and that they should not receive salary increases at this time," Mayor Curley said.

Curley Is Going Golfing Thursday

Mayor Curley will open the golf season at 2:30 o'clock Thursday afternoon on the Franklin Park links.

He and City Treasurer Edmund L. Dolan will compete against Park Commissioner William P. Long and John J. Martin of the park commission. The winners will pay the losers a dozen golf balls.

FIN. COM. IS OPPOSED TO POOR PROBE

Goodwin Suggests the \$10,000 Be Applied to Relief

Condemning the proposed expenditure of \$10,000 to investigate the Public Welfare Department, Chairman Frank A. Goodwin of the Finance Commission, in a letter received yesterday by Mayor Curley, insisted that the money should be applied to the relief of the needy.

While admitting that his investigators had disclosed several cases of the distribution of cash, coal and groceries to persons not entitled to aid, Chairman Goodwin contended that it would be a miracle if no undeserving cases were found among the 7500 persons collecting city aid.

WILL PLUG LEAKS

Advertising to the nation that the welfare headquarters was infested with crooks, he said, was unfair to the trustees, to the employees, and to the city. Slipshod methods, resulting from the overload of cases brought by the recent depression, and by the lack of space at charity headquarters, had been unearthed by the Finance Commission probers, he said, adding that they expected to find more unworthy cases before they finish and make public their report. But he insisted that the Finance Commission would plug the leaks and make every effort to determine whether any of the welfare officials had been guilty of anything more than carelessness in the distribution of aid.

In making public the letter, Mayor Curley also issued a statement, signed by Chairman Simon E. Hecht of the unpaid Board of Overseers of Public Welfare, in which he protested against the action of Councillor John F. Dowd of Roxbury, in condemning the department because of the finding of "isolated unworthy cases." He explained that mistakes have been made and corrected, and that they were only natural, when the demands on the department increased 300 per cent in a few months.

Councillor Dowd, who introduced the order passed by the City Council, demanding an investigation, last night accused the Mayor of "ducking and hedging" because he fears that an audit will substantiate my charges of collusion in the welfare department and he does not want his administration covered with scandal of this kind. Is he satisfied to sit idly by while the taxpayers' money is being squandered and stolen?" demanded the Roxbury Councillor.

Mayor Curley's only comment on the repeated charges levelled at the welfare department by Councillor Dowd was contained in his mayoral aphorism for today, reading: "No man has ever continued in public office and retained public esteem who utilized the misfortunes of his fellowmen as a ladder."

4 REAPPOINTED ON WELFARE BOARD

Mayor's Action Seen as Expression of Confidence

Mayor Curley today announced the reappointment as overseers of the public welfare department of Simon E. Fecht, William H. Taylor, Vincent Brogna and Mrs. Margaret Gookin, whose terms will expire on April 30.

The appointments are for three years. This action is construed as an indication of confidence in the administration of the department, which, because of alleged unwarranted payments for the assistance of the unemployed, has been under fire for many weeks.

The mayor also reappointed Mary Barr of Brighton to be a member of the planning board.

AMERICAN 7/14/31

Curley Reappoints Welfare Overseers

Mayor Curley today indicated his confidence in the present board of overseers of the public welfare by reappointing Chairman Simon Hecht and three other members.

The others reappointed were Mrs. Margaret Gookin, William H. Taylor and Vincent Brogna. The terms of the group expire on April 30 and the new terms expire on May 1, 1934. The mayor made no comment on his action. He also reappointed Miss Mary Barr as a member of the city planning board for a term ending on May 1, 1936.

Curley Will Spend Week in Chicago

Mayor Curley will spend the coming week-end holiday in Chicago.

He will leave at noon on Friday and will return Tuesday forenoon.

During his stay there the mayor will inspect the overhead highway, with a view to determining if such a thoroughfare would be a success in Boston. He will also inspect the reclamation work being done on the Chicago Lake front.

STADIUM GAME WOULD HARM B. C., H. C.

The annual Boston College-Holy Cross football game has been an institution in this city for the past 15 years and the proceeds of this affair are the chief sources of revenue of the two colleges, Mayor Curley said today.

The mayor made this statement while commenting on his ban on the Dartmouth-Stanford game which it had been planned to stage at the Harvard Stadium on Nov. 28, the same day on which the annual tilt between the local institutions will take place.

"My attention was directed to the fact that for 15 years the Boston College-Holy Cross game has been played on that day. This game is looked forward to each year by thousands of sport followers.

"To permit such an attraction as the Dartmouth-Stanford game to take place at the Stadium on that day would work great harm on the local colleges.

"My attitude would be the same were the game in question the Harvard-Yale annual classic."

Mayor's Decision Fair, Says B. C. Alumni Head

The matter of the Dartmouth-Stanford game being played in Boston on November 28, 1931, was called to the attention of the executive committee of the Boston College Alumni Association by its graduate athletic board a little over a week ago.

Up to that time the officers of the Association had had no intimation, either from the athletic association of Harvard, Dartmouth or Stanford or the alumni associations of any of these institutions, that it was intended to play this game on the day on which Boston College-Holy Cross football game had been scheduled.

This latter game has been played on the Saturday after Thanksgiving for over fifteen years. The game attracts approximately 40,000 people, from entire New England. It is looked upon nationally as one of the outstanding games of the East.

At the request of my Executive Committee I called the matter to the attention of the mayor's office. The sound fairness of the mayor's decision must be apparent to all.

(Signed)
EDWARD A. McLAUGHLIN, JR.
President Boston College Alumni Association.



TRAVELER 4/14/31

Room 179

THEY have started to tear down the old Adams House, in its day one of the finest of American hotels. It will be replaced by a \$2,500,000 Paramount-Publix Theatre.

Work of demolition started in room 179 and Mayor Curley of Boston struck the first blow into the wall.

"It seems criminal to do this in the Coolidge room," remarked the mayor.

In that room Calvin Coolidge made his Boston home while he was a member of the Legislature and later as Governor. When he first occupied it he was a young representative from the western part of the state. He left it to go to Washington as Vice-President.

What dreams did he dream in room 179, what ambitions did he have, what castles did he build? Picture him there, a lone, quiet man, thinking of his wife and his boys back home in Northampton and of his ambitions for them and for himself. Does he today, an honored former President, yearn for the days of dreams which sometimes are sweeter than days of their fulfilment? His success has been achieved. None greater lies within his grasp on this earth. He can look back with satisfaction on an honorable career. But does he look back on it wistfully and would he tell us that happiness lies in hope?

Old Order

changeth and giveth place to the new. Mayor James M. Curley shown yesterday as he ripped sign from Adams House, Washington st., the famed hostelry of by-gone days, starting razing to make way for new Paramount-Publix talkie house.

POST 4/14/31

APPROVES BUDGET IN ENTIRETY

City Council Acts for
the Expenditure of
\$38,957,837.99

Without the reduction of a cent, the Boston City Council late yesterday approved in its entirety Mayor Curley's city budget for this year, providing for the expenditure of \$38,957,837.99 by the municipal departments.

THREE ADVERSE VOTES

This represents an increase of \$2,094,580.39 over the 1930 budget allowances, or a jump of \$1.04 in the city tax rate on the basis of each \$1,000,000 in the budget reflecting 52 cents in the tax rate.

But three adverse votes were cast against the budget by Councillors John F. Dowd of Roxbury, Francis E. Kelly of Dorchester and Clement A. Norton of Hyde Park, all of whom bitterly attacked the administration. But the other 18 Councillors were more than enough to send the appropriation bill through complete.

Norton Charges Grafting

Taking up the complaints of the Good Government Association, Councillor Norton shouted for a \$2,000,000 cut in the budget, contending: "If you want to keep down the tax rate, then you've got to stop your grafting contractors and stop your grafting purchasing department."

He protested that 40 per cent of the city's supplies were purchased without competitive bidding as compared with but one per cent at the State House, adding, "The State buys a Ford car for \$200 to \$300 less than the price paid by the city." He charged that Boston's tax rate was the highest among cities of similar size in the country and contended that expenditures for luxuries such as rock gardens and golf courses were partly to blame.

No "Detective and No Cop"

When challenged by Councillor Herman L. Bush of Roxbury to produce specific cases of graft or take his evidence to the district attorney, the Hyde Park Councillor protested that he was no "detective and no cop."

A slash of \$3,000,000 in the budget was urged by Councillor Kelly, who explained that his opposition was due to the fact that the Mayor had refused to permit any salary increases for city employees this year. Otherwise, he explained, he probably would have voted for the budget, as he did last year.

Reductions of \$198,000 were recommended by Councillor Dowd, particularly in the allowances for plant expenditures in the various departments and for public celebrations, together with the reception of distinguished guests to the city.

HERALD 4/14/31

WOULD OUST WELFARE BOARD

Councilman Dowd Wants
Paid Body—Gets Audit
Motion Adopted

Abolition of the unpaid board of public welfare and the substitution of a salaried director is recommended by Councilman John F. Dowd, in commenting on his order for a complete audit of the records of the department for the past six months.

Dowd declares that half of the 12 members of the board show no interest in their positions.

His order for an audit, adopted by the city council, comes as a further attack on the department, in the course of which he has charged that records have been falsified.

Dowd wants to find out where \$1,800,000 which he says has been spent by the department in three months has gone to, and who got the 8000 tons of coal purchased by the department from time to time.

"The audit is the only way to stop the grafting and racketeering going on in the department," he says.

Mayor Curley was in conference with Chairman Simon E. Hecht and Secretary William H. Taylor of the overseers of public welfare, and with Secretary William V. McCarthy of the public welfare department, also Corporation Counsel Silverman, today on the Dowd audit order.

The mayor said that a statement would be issued later in the day.

The Dowd order, adopted by the council, calls for the employment of certified public accountants and auditors to check up and verify statements of all persons receiving aid during the past six months, to examine the books of all concerns doing business with the public welfare department, to install an iron-clad system that will protect the taxpayers against "racketeering," and to make such other recommendations for the administration of the department as they may deem fit.

JUSTICES' PAY JUMP BILL VETOED

Mayor Curley today vetoed the special bill of the Legislature, accepted by the city council, providing for an increase from \$2.50 to \$30 a day for special justices of the municipal court. He stated that in his opinion the special justices are no more entitled to increases than any other city or county employees.

TRAVELER 4/14/31

K. C. BANQUET PATRIOTS' DAY

State Council Planning for
Big Event at Copley-
Plaza

The annual banquet of the Massachusetts state council, Knights of Columbus, one of the most important activities in connection with the affairs of that organization, and always held on Patriots day, will take place this year at the Copley-Plaza Hotel.

This year's banquet promises to eclipse any previously held. There are to be many prominent speakers.

The seating capacity of the large banquet hall has already been exhausted and demands for tickets are being received daily at the state headquarters, 120 Boylston street, making it necessary to obtain additional space at the hotel.

Among those invited to attend and address the gathering are: His Eminence, William Cardinal O'Connell, Gov. Joseph B. Ely, Mayor James M. Curley, William J. McGinley, supreme secretary of the Knights of Columbus, James Roosevelt, Esq., and Hon. Arthur J. W. Hilly of New York city.

The entertainment in connection with this year's banquet will be provided by the Knights of Columbus Choral Society, comprising some 70 voices, under the direction of Joseph Ecker of Boston. This organization has already achieved notable successes wherever it has furnished entertainment and more especially during the supreme convention of the order held last August and on Boston Common, in connection with the tercentenary celebration.

The state officers of the order, under the direction of State Deputy Joseph M. Kirby, have been diligently at work to make this year's banquet the most successful of its kind ever held.

NEW CONSTRUCTION BIDS TO BE ASKED

\$500,000 and \$600,000 Additions
at City Hospital

Bids for the new pediatric building at City Hospital, to cost \$500,000, will be called for by April 25, it was announced by Chairman Joseph P. Manning of the trustees to Mayor Curley today.

Bids for the \$600,000 children's pavilion at the hospital will be called for May 7, it was also announced.

The mayor and Chairman Manning conferred today with a view to expediting the work of construction already provided for and to discuss the matter of asking the next legislature for authority to spend \$3,000,000 to carry out plans under consideration.

PROBE OF CITY RELIEF IS ORDERED

Council Acts After Charges of "Racket" Are Made

Appointment of certified public accountants to inspect the accounts of the Public Welfare Department and the business firms supplying coal, groceries and other city relief to the poor and unemployed was ordered late yesterday by the City Council, after Councillor John F. Dowd produced an affidavit representing that 1000 pounds of coal had been delivered to a steam-heated lodging house.

'RACKET' IN RELIEF CHARGED

He charged that the firms were in with the public welfare officials on the alleged poor relief "racket" and called for the transfer of the welfare visitors to different districts and the abolition of the present unpaid board of overseers of 12 members and their replacement by a paid administration.

Commenting on the order of the Council requesting him to appoint public accountants to check every disbursement or the welfare officials during the past six months, Mayor Curley last night announced that when the order reaches his desk, probably today, he will refer it to the Finance Commission for action.

Pointing out that the Finance Commission lacked sufficient funds to hire public accountants, Chairman Frank A. Goodwin last night challenged the Council to appropriate \$5000 or \$10,000 to conduct the investigation. "If they will give us the money," said the Finance Commission chairman, "we will investigate."

For Public Hearing

Investigation by the Finance Commission, the Mayor contended, would give Councillor Dowd and everybody else a chance to appear before the investigating body and present whatever evidence they may have in regard to alleged rackets at the charity headquarters.

The only voice of opposition to Councillor Dowd's charges was sounded by Councillor Herman L. Bush of Roxbury, who insisted that some errors were to be expected in the disposition of 12,000 cases.

As evidence that coal was not being delivered by the welfare officials to those needing it, Councillor Dowd presented his affidavit, and also charged that the coal company drivers "either did not get the coal on their wagons, did not deliver it to the right people or took it home or sold it to their friends

at reduced rates."

His affidavit set forth that 1000 pounds of coal was delivered at a rooming house operated by Henry F. Pickett of 272 Dudley street, Roxbury, in the name of a man who had been evicted two months previously.

NICHOLS TAKES RAP AT CURLEY

Says G. G. A. Is Getting Under Mayor's Skin

Replying to the complaint of the Good Government Association that the city supplies department had not issued its annual report for the past six years, Purchasing Agent Philip A. Chapman last night insisted that the objection should have been addressed to the former mayor, Malcolm E. Nichols.

He charged that the previous administration disregarded the law, but that he and Mayor Curley are complying with the law because they will have the report for 1930 off the presses by June 1.

"Evidently," retorted former Mayor Nichols last night, "the Good Government Association is getting under His Honor's epidermis. If he dares to issue any report worth reading, it will be a miracle."

CITY HALL NOTES

Adoption of the five-day working week for city employees as a means of relieving unemployment, was approved late yesterday by the City Council at the recommendation of Councillor Thomas H. Green of Charlestown.

Judges of the Suffolk Superior Court were accused of grand larceny by Councillor John I. Fitzgerald of the West End, in council meeting, because they approved salary increases of \$150 for the probation officers of the court.

To strengthen the steps of the Boston Public Library, to support crowds who assemble there to witness parades passing through Copley square, the City Council received a request from the board of library trustees for a loan order of \$85,000.

Mayor Curley resumed his campaign to secure the loan of \$50,000,000 worth of surplus wheat to the Chinese government for the purpose of providing relief for the American farmers and food for the famished people of China. Word from Washington that Chairman James C. Jones of the Federal Farm Board and Chac Chu Wu, Chinese minister, were discussing the proposal, recalled that the Mayor had suggested the idea to President Hoover last July 13.

HULTMAN AND CONRY STILL ROW

Police Head to Defend Force at Traffic Meeting

While Police Commissioner Hultman last night stated he would defend his force at the Traffic Commission meeting Thursday, Traffic Commissioner Joseph A. Conry continued his attack on the police, challenging Commissioner Hultman to produce records of the number of illegal parkers prosecuted from Province street.

PREPARING ANSWER

Following a brief statement early in the day, Commissioner Hultman spent the day in his summer home at Duxbury.

Last night when seen at his home he stated that he was preparing his facts so that he could answer Commissioner Conry at the Traffic Commission meeting on Thursday and that he intended to see that the matter is entirely thrashed out.

In his statement in reply to Commissioner Conry, Commissioner Hultman stated that the efficiency of enforcement of traffic regulations is not measured by the number of convictions in court. He stated that he is willing at any time to receive complaints from Commissioner Conry or from the public and see that they are carried out.

Public Co-operating

Lack of prosecutions this year for traffic violations was caused by the fact that the public, realizing that it is getting a square deal with privileges from no one, is co-operating with the police. An attack on public and private cars that have cards in their windows with the intention of securing special privileges was made by Commissioner Hultman who charged that the practice confused traffic officers.

The statement of the police head ended with a veiled threat of further action in which he stated that "if the situation becomes serious or important enough, it will be properly met."

While Commissioners Conry and Hultman have been rowing over the enforcement of traffic rules for the past few days, it was learned last night that the Chamber of Commerce traffic survey in a statement released several days ago referred to parking conditions in the central business district as "far from satisfactory."

PASSES CURLEY BUDGET INTACT

Council Ignores Request
For Delay—Total Is
\$51,394,506.81

ALARM OF HIGHER TAXATION RAISED

The city council rode roughshod over its committee on appropriations yesterday and approved, without reduction of a single item, the appropriation budget of \$51,394,506.81 recommended by Mayor Curley.

The budget includes allowances of \$38,957,837.99 for the maintenance of municipal department; \$8,575,498.68 for city debt requirements and \$3,861,170.14 for county expenses, including \$164,843.75 for Suffolk county debt requirements.

For the first time in years the council refused to grant a courtesy asked by Chairman Laurence Curtis, 2d, of the committee on appropriations and insisted upon including in the budget the appropriation for public welfare which the Curtis committee was anxious to hold over for another week.

The discourtesy of the council caused Councilman John I. Fitzgerald to charge his colleagues with the responsibility if complaint is made of an abnormal tax rate increase this year.

FEARED A REDUCTION

The decision to reject the appeal of Councilman Curtis for postponement of consideration of the welfare appropriation was due to apprehension that the committee on appropriations might recommend a reduction in the allocation. A refusal to approve the sum for the welfare department advised by Mayor Curley was regarded as political material which might be employed to the disadvantage of councilmen in their coming campaigns for re-election.

Chairman Curtis did not question the need of the welfare appropriation of \$6,432,708 which Mayor Curley deems necessary to meet demands during the year, but his committee had not been able to study this important item and asked for additional time.

Councilman James Hein of Brighton met the Curtis request with a motion to include the welfare appropriation which was adopted 15 to 6.

Only three councilmen, Clement A. Norton of Hyde Park, John F. Dowd of Roxbury and Francis E. Kelly of Dorchester voted against approval of the budget.

Norton stressed the effect of a tax rate increase on the small home owner and the rent payer, painted a depressing picture of the situation which confronts them, and made known his refusal "to be a party to raising the highest tax rate in America for a city of

Boston's size to a still higher figure."

The effect on unemployment of expenditures for municipal projects was ridiculed by Norton, as were the proposed Strandway in East Boston, new playgrounds, new police stations, rose gardens in Franklin park and lagoons in the Fenway and golf courses, projects which he asserted could well be postponed.

After Councilman Fitzgerald had accused the council of deliberately failing to function as a "check on the mayor," he charged that real estate owners are actually bearing a tax rate of \$50 because of the tremendous over-valuation of their properties in comparison with sale prices.

Councilman Herman L. Bush of Roxbury challenged statements of Norton about opportunities to reduce municipal costs, and was challenged by Norton to meet him or any other persons in a debate upon methods of reducing taxes.

"I'll say," said Norton, "stop your grafting contractors and stop your grafting purchasing system." He added that he could produce facts to prove that the city had paid "hundreds of dollars more for automobiles than the prices paid by the commonwealth."

CURLEY WRECKS COOLIDGE SUITE

Mayor Strikes First Blow in
Demolition of Historic
Adams House

Suite 179 in the historic Adams House, occupied by Calvin Coolidge when he was a member of the Legislature and Governor of Massachusetts, was wrecked by the axe of Mayor Curley, who struck the first blow yesterday in razing the building on the site of which will be built a \$2,500,000 theatre of the Paramount-Public Corporation.

Before the work began, the mayor secured the promise of Robert R. McNutt, head of the wrecking company, that the fireplace in the two-room suite should be carefully crated and sent to the former President at Northampton.

Those who were present at the ceremony included officials of the Paramount company and the Adams House Realty Company. The razing of the hotel and the erection of the new building will furnish employment for 300 men.

The Adams House was built in 1883 on the site of a previous Adams House erected in 1846. The first hotel on the site was the Lamb Tavern of revolutionary days.

Among the notables the Adams House has sheltered are former President Coolidge, Theodore Roosevelt, John L. Sullivan, Denman Thompson and DeWolf Hopper. Famous players, horsemen, diplomats, athletes and men and women in all walks of life have been patrons of the establishment.

THE ADAMS HOUSE GOES

Perhaps Mr. Coolidge, reading of the razing of his old Boston home, the Adams House, suffered a pang of homesickness. Perhaps the news that a former political opponent had wielded the first axe on room 179, where Mr. and Mrs. Coolidge lived during the years he was a legislator and Governor, revived memories of half-forgotten campaigns. Perhaps so. But we suspect that Mr. Coolidge's affections lie more in the Vermont hillsides where he was reared than in a city hotel where he lived for a time, more from necessity than from choice. Gay and popular as it was during its palmy days, the Adams House became a dark and gloomy spot during its last years. Its most distinguished guest is not likely to shed any tears over its demolition.

The wrecking of the main part of the hotel on Washington street will remove the last vestige of the old caravanserie. The brick addition on Washington street is already occupied by a clothing store and the two-story annex on Mason street has been replaced by part of the new Herald-Traveler building. The erection of the Paramount Theatre will create one of the most closely congested theatrical centres in the country—four theatres, all having their main entrances within 100 feet of one another. At present there are the new Keith's, the Bijou (long famous to Bostonians for the water flowing under its glass stairs), and the Shuberts' Apollo (the old B. F. Keith's). Now, next door to the last, comes the Paramount. The decision to build a \$2,000,000 structure amidst such keen competition is a striking demonstration of faith in the permanency of Boston's traditional shopping centre.

EXTOL IDEALS OF JEFFERSON

Democrats Gather for Second Annual Dinner Of League

CURLEY AND OTHERS
SEE VICTORY IN 1932

Enunciating and interpreting anew the principles of government and democracy made famous by Jefferson, members of the Thomas Jefferson League of Massachusetts and their guests, at the second annual dinner of the organization last night, pledged themselves to a perpetuation of these principles with increasing vigor as an invincible guarantee of victory for the Democratic party in the election of 1932.

More than 75 members and guests were present at the function held at the Commander Hotel in Cambridge on the 188th anniversary of the birth of Jefferson. The speakers included Mayor Curley, James Roosevelt, son of Gov. Roosevelt of New York, and student at Harvard College, Joseph Conry, traffic commissioner of Boston, P. Joseph McManus, vice-president of the league and representative-elect of Arlington; Congressman John W. McCormack of South Boston, former Congressman Joseph O'Connell, Edward J. Tierney of Lowell, John L. McDonald, secretary of the league, Representative Paul E. Devir of Cambridge, and others. William M. McMaster, second vice-president, opened the speaking with brief remarks, and Whitfield Tuck of Winchester, president of the league, presided.

Mayor Curley was greeted with a rousing ovation as Whitfield Tuck, reciting a long list of possible choices for the Democratic nomination for President in the next election, concluded with the name of Mayor Curley as his most preferred candidate. Mayor Curley, smilingly acknowledging the tribute, said it was a little too early to make a choice among the host of possible selections, but that he hoped before long it would be possible to settle on one man who could and would bring victory to the hosts of Democracy in the election.

MAYOR'S SPEECH

Citing the three major contributions of Jefferson to Democratic government as political liberty, religious freedom and free education, the mayor declared that in these three essentials, "which epitomize the aims, aspirations and ideals of humanity, may be traced in larger measure than all else combined, the growth, progress and prosperity of the American nation." He continued:

It would be well for all Americans regardless of party affiliations if, from time to time, they would have recourse to the writings of Jefferson which would not only serve to enrich their minds but broaden their perspective and make of them more valued citizens of the United States.

Would that today in Washington we had a leader of the type of Jefferson to blaze an economic trail that would ensure industrial security to

DEMOCRATS HONOR FOUNDER



the nation, the reflex of which would be found in continuity of employment at a wage in keeping with modern living conditions. Jefferson did not hesitate when the nation was weak in finance on the program for the purchase of Louisiana, which gave to America not only the control of the Mississippi river but the entire territory extending from Mexico to Puget Sound. With a right character of leadership in Washington the industrial depression in evidence for the past year and a half could have been prevented.

It is time to stop thinking in terms of dollars and think in terms of human lives and human happiness. These were the motivating forces responsible for the idealism that characterized the founder of democracy. The continued existence of the fabric which he helped weave, and which the world recognizes as the United States of America, is dependent upon an early return to the ideals which he gave to the world and through which alone it is possible to preserve to posterity government of and for and by the people.

ROOSEVELT'S SPEECH

Mr. Roosevelt declared much profit would come from a more general appreciation of the simplicity and democratic traits of character of Jefferson. "Isn't what is conspicuously needed today a return to the simplicity of government that was the ideal of Jefferson?" he asked. "We lack leaders who by their

honesty, simplicity and courage can attract the confidence of the electorate and sharpen their interest in the workings of government."

Congressman McCormack said that Republican as well as Democratic leaders foresaw a certain victory for the Democratic party in the coming election, provided no glaring mistakes were made or disharmony permitted to gain a foothold in the party ranks.

Former Congressman O'Connell predicted the rout of the Republican party in the election provided the Democratic made their stand on the principles of liberty, freedom and equal opportunity enunciated by Jefferson.

The meeting, on motion of Whitfield Tuck, adopted resolutions of sympathy on the death of Speaker Longworth of the House of Representatives. A copy of the resolutions will be forwarded to Speaker Longworth's widow.

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BOSTON OFFICIAL ANSWERS CRITICISM

Chapman Replies to Rap by Association

Within a few hours after the Good Government Association had issued a statement yesterday discussing the traffic signal awards controversy and made also the claim that the city supply department had not issued an annual report since 1923-1924, Philip A. Chapman, superintendent of the supply department, replied to the latter charge that the objection should properly be addressed to Ex-Mayor Nichols and the former purchasing agent of Boston because his report is not due until June.

Chapman's reply was:

"It is unfortunate that the Good Government Association in the selection of its executive secretaries invariably selects some individual who is not a resident of Boston and who is either not conversant with municipal affairs or experiences difficulty in acquiring a knowledge of the same.

"The annual reports of municipal departments are published about June of each year and particularly is this true in the supply department, for the reason that it is customary to keep the books open until February for the payment of outstanding bills. The annual report for the supply department for the year 1930 will become public property by June 1.

"I have no means of determining what the policy was of my predecessor in this particular, but my opinion is that during the four years of my predecessor in the office of purchasing agent, that no report was issued.

"The objection raised by the Good

Government Association's secretary should properly be addressed to the former Mayor and the former purchasing agent for the City of Boston rather than the present Mayor and myself, since we have complied with the law and they disregarded it."

The Good Government Association statement said it was well that the Finance Commission was investigating the traffic signal awards and expressed the belief that it would be well to make an effort to bring together city purchases into the competitive field and thereby assure complete publicity.

The statement said that in most of the traffic signal awards in 1930, the City Charter was openly violated in the city record containing awards, bids and the names of bidders.

CURLEY STARTS WRECKING OF OLD ADAMS HOUSE

The process of wrecking the old Adams House was begun by Mayor Curley yesterday when he used a pick to tear down part of the walls of the room formerly occupied by Ex-President and Mrs. Coolidge. It was promptly at 10 a m when Mayor Curley, city officials, newspapermen, movie photographers and some of the unemployed gathered in room 178 for the ceremony.

A flashlight was needed to supply the light for the trips up the dark stairs, already littered with debris. Mayor Curley used the pickaxe to tear out a big section of plaster in the Coolidge apartment, but not until he had ordered the fireplace in the room preserved and shipped to Mr. Coolidge at Northampton as a souvenir of the room he occupied so long.

CURLEY COMMENTS ON WHEAT TO CHINA

Reiterates Suggestion of Grain for Orient

Mayor Says Farm Board's Plan Is Most Practicable

Washington dispatches stating that Chairman James C. Jones of the Farm Board and Chinese Minister Chac Chu Wu were discussing the possibility of distributing some of the Farm Board's 200,000,000 bushels of wheat among the hungry Chinese is of interest in view of Mayor Curley's suggestion to President Hoover along that line on July 13, 1930.

Commenting on the Washington action, Mayor Curley yesterday said: "The crop of 1929 and the crop of 1930 have not yet been moved, and in view of the fact that everything points to a bumper crop in 1931, the condition of the farmer in this country, unless something be done to remove the surplus, will be simply indescribable, and the people of the entire country because of the condition of the farmer will find themselves generally in like position.

"The prosperity of a country depends very largely upon the farmer. If he is happy and contented, the entire people are so; if he is in despair, there is no knowing what the condition throughout the country may be.

"If the United States Government, through the Farm Board, acts upon the suggestion made by the Mayor of Boston almost 10 months ago, the farmer and the people generally will have reason to look for some return to prosperity almost at once, and the Chinese people, for generations to come, will be grateful to the United States Government and its people, which came to their relief when they were in the direst need.

"China has a warm spot in her heart for the United States, due somewhat to the attitude of this Government at the time of the Boxer Rebellion.

"It would certainly increase the goodwill of the Chinese people for us if the suggestion of the Mayor, which now seems keenly to interest the Government, should be adopted if possible forthwith. Moreover, there are signs that, so far as export business is concerned, the United States may be obliged to look not to Europe but to the Orient.

"None of the objections heretofore alleged, we are reliably informed make the slightest impression upon the Chinese Minister, but, on the contrary, the plan suggested meets with his hearty approval."

VETERANS PLAN DINNER TO COMMANDER WOLMAN

Officials of the Veterans of Foreign Wars from all parts of the East and West as far as Kansas City will be among the guests of the Department of Massachusetts Saturday evening when a complimentary dinner will be tendered National Commander Paul C. Wolman of Baltimore at the Bradford Hotel.

Augmenting the organization officials, guests will include Gov. Ely, Mayor Curley, representatives of the Army, Navy and other veteran organizations. More than 1000 members of the Veterans of Foreign Wars and ladies' auxiliary have already made reservations.

Past Department Commander John H. Wallace will be toastmaster.

Commander Wolman and his official party will come from New Hampshire Thursday evening and will begin their official itinerary here Friday morning at 9:30 from the Bradford Hotel. Morning visits are planned to the Veterans Bureau, State House and City Hall. At 1 p m the party will be tendered a luncheon at the Copley-Plaza by Gov. Ely.

84 PUT TO WORK AT AIRPORT

To Repay City For Aid Given Them

Eighty-four men adjudged to have received relief money from the Boston Overseers of the Poor to which they were not entitled, were put to the task of grading and cleaning up the grounds at the Airport, East Boston, today, as a measure of recompensing the taxpayers of Boston for the loss sustained.

They are to work three days a week, at the rate of \$5 a day, until their respective accounts are balanced with the city, it was announced. Soon after their arrival at the Airport Mavoral Secretary Frank Howland arrived on a truck bearing 84 sets of overalls and jumpers. Howland said Mayor Curley had provided these dungarees with money out of his own pocket.

Each of the 84 men picked out a set that fitted him, or nearly fitted him, and all were marched onto the field for a little lecture by Capt. A. L. Edson, Airport superintendent.

At 10 four of the men straggled up to Supt. Edson to complain that the work was too hard and that they were not used to such efforts. So he ordered them to report back to Hawkins-st headquarters of the overreers.

PASS CITY BUDGET OF \$38,957,837

Council Refuses to Give Extra Time on Welfare

Approve Dowd's Order for Probe of Charity Department

The Boston City Council, 18 to 3, Councillors Dowd, Kelly and Norton dissenting, passed the budget yesterday. It calls for city department expenditures, within the tax limit, amounting to \$38,957,837.99. It is \$2,094,580.39 in excess of 1930 and \$5,243,545.42 less than the original estimate of department requirements.

Councillor Laurence Curtis 2d, chairman of the Committee on Appropriations, reported the budget, but asked that the items concerning the Board of Public Welfare be excepted from the report, and that the committee be given a week's extension for further consideration.

The suggestion of the extension failed and later Councillor Curtis offered to recommend that \$1,500,000 be cut from the appropriation of more than \$6,000,000, and the cut to be paid to the Public Welfare later in the year, if it was found it was needed. That also failed to pass.

Councillor Fitzgerald expressed indignation at the failure of the Council to grant the extension, and said that the attitude might convey a suspicion that the department was a political machine used by some people. He prided himself on the fact that he has few constituents on the rolls.

The Council then called to the attention of City Council that the real estate situation was bad, citing a sale on lower Commonwealth av of a property for \$15,500 that was assessed for \$37,000; of a sale on Albany st for \$60,000 of property assessed for \$120,000, and of a piece of wharf property in East Boston assessed for \$128,000 that sold for \$40,000. His appeal to stand by the chairman of the Committee on Appropriations went unheeded.

Dowd Asks Cuts

Councillor Dowd suggested cuts amounting to \$198,000, taking in public celebrations, entertaining of "English Dukes, German Counselors, and Chinese Generals," as well as the hiring of trucks. He declared he would not vote for any budget where no attempt had been made to prune a single item.

Councillor Kelly declared that he had voted for every item in the 1930 budget, being assured it would relieve unemployment. He denied that was accomplished; would vote against it this year and prophesied an increase of \$2 in the taxes.

A long statement was read by Councillor Norton, the third man to vote against the budget. He declared every charitable organization was staggering under a great burden; that 100,000 of the 782,000 population of Boston was accepting charity and that 90,000 persons were out of work.

"If extravagance and waste in the city departments were eliminated \$2,000,000 would be saved," he said.

He charged waste in the purchase of city automobiles, declaring that Boston paid \$200 to \$300 more than the State for the same car. Following the plea of Councillor Fitzgerald to support Chairman Curtis of the appropriation committee, Councillor Norton again took the floor and said: "If you want to keep down the taxes, stop your grafting contractors and stop your grafting purchasing department."

That aroused Councillor Bush, who said that the member from Hyde Park should take his charges to the district attorney if he has anything concrete; that if he had nothing concrete he should keep quiet, he (Councillor Bush) being tired of hearing "hot air." Councillor Norton replied he was no cop or detective.

Asks Even Break

He also declared that if Boston sent out word to contractors that they would get an even break and the contract would go to the lowest bidder, hundreds of thousands of dollars would be saved to the city as it is to the State.

Councillor Dowd made serious charges against the Board of Public Welfare, following his coal charges of a week ago. He introduced an order, which was passed, calling upon Mayor Curley for an investigation of the department. His order was as follows:

"That the Mayor be requested to employ certified public accountants and auditors to conduct a thorough examination into the Department of Public Welfare, to verify the statements of all individuals receiving aid of any kind from that department during the past six months; to thoroughly examine the books of all concerns doing business with that department; to install an ironclad system in reference to disbursements of all kinds that will provide protection to the taxpayers of Boston, and to make such recommendations to the Mayor as they may deem advisable relative to the administration of said department."

Opens for His Order

He opened for his order by declaring that it took the Board of Public Welfare 48 hours to reply to his charges regarding five deliveries to a house on Massachusetts av and said, "The first thing they assume is that Dowd forged the signatures or that I stole the order book of the New England Coal and Ice Company. I charge the welfare department either falsified, tampered with or destroyed those slips. They would want the public to believe some other charity supplied the coal."

"Let them answer this one. I say to Secretary McCarthy and the Board of Overseers I want an answer tomorrow, and as this bill is already in the records of the City Auditor, they had better be careful how they answer."

He then read the affidavit under oath of Henry F. Pickett, 272 Dudley st, owner of a lodging house that on March 10, a coal man insisted on leaving 10 bags, about one-half ton of coal to a lodger, whose name was given and whom Mr Pickett said he had an officer put out of the house on Jan 10.

Mr Dowd said that Secretary McCarthy of the Overseers and Mayor Curley had said they welcomed an investigation.

"I challenge the Mayor to go through with this order," said Councillor Dowd. "If they tamper with coal records, what do they do with cash."

On motion of Councillor Green, the Council adopted an order calling for the adoption of the five-day week for city employees.

The classification of county employees' sliding scale of wages was also passed.

Price Paid by Gunman Too Great, Says Curley

Mayor Curley's aphorism for today:

The gunman invariably exchanges liberty for a term in jail. The price paid is too great."

BILL TO CHANGE SCHOOL COMMITTEE

Report to Be Made to Legislative Group

The possibility of the Legislative Committee on Cities reporting a bill providing for a change in the membership of the Boston School Committee was learned today when it was announced that a subcommittee of that body had been appointed to consider the matter and report to the main committee. The subcommittee is made up of Senator Chester W. Allen of Springfield, and Representatives Richard D. Crockwell of Medford and Harold Duffie of Boston.

Three bills are under consideration. One, filed by Representative Owen A. Gallagher of Boston, would increase the membership of the Boston School Committee from five to nine; another, filed by Ex-Councillor James A. Watson, would reduce the committee from five to three members, who would be paid for their services, and the third, filed by Representative Lewis R. Sullivan, would increase the membership from five to seven.

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BOOM ROOSEVELT FOR PRESIDENT

Sen. McNaboe of New York Says Democrats Will Win With Him in 1932



Thomas Jefferson League of Massachusetts, Inc., in the Hotel Commodore, Cambridge, was boomed as the Democratic standard bearer in 1932, Republican leaders were flayed and Jeffersonian democracy extolled by speakers last night at the annual Thomas Jefferson birthday dinner held by the

CURLEY RAPS HOOVER

Mayor Curley attacked what he described as the "absolute absence of courageous intelligent leadership at Washington." The present depression could have been prevented, he declared,

"if we had a man in the White House with an atom of the courage that Thomas Jefferson had in his day."

"We have witnessed a blind disregard for the guarantee to the individual right of life, liberty and the pursuit of happiness, as set forth in the Declaration," Mayor Curley continued. "We have likewise witnessed a brutal disregard for the most courageous word in the Declaration of Independence, namely, equality. It has become the fashion in the last quarter of a century to not only restrict the liberty of the individual but to make a mockery of equality of opportunity."

"It is time to stop thinking in terms of dollars and think in terms of human lives and happiness. With a right character leadership in Washington the individual depression in evidence for the past year and a half could have been prevented."

McCormack Predicts Victory

Congressman John W. McCormack predicted that "unless Democratic leaders make fatal mistakes" the party should come out ahead in the 1932 elections. He declared it was in a stronger position now than it had been at any time since the period before the Civil war.

State Senator John J. McNaboe of New York, representing Governor Franklin D. Roosevelt of New York, said: "When we contrast the humanitarianism of democracy against the futile attempts of Republicans we are astounded by the stupidity of the Republican leaders."

"Democracy will have a candidate in 1931—a fighter and a liberal—in Franklin D. Roosevelt, and the Democrats will win with him," he concluded. Joseph A. Conry declared that the 1928 election marked the downfall of the Republican party."

James Roosevelt, son of Governor Roosevelt, who is making his home in Cambridge while studying law, pleaded for the "return to the simplicity of government which was the principle of Jefferson—simplicity, honesty and courage."

Other speakers included Whitfield Tuck, president of the league and toastmaster; P. Joseph McManus, vice-president, who outlined Jefferson's life; John L. McDonald, secretary of the league; Senator Joseph W. Monahan of Belmont, and other legislators.

MAYOR TO WELCOME LEO REISMAN AT CITY HALL

Leo Reisman, Boston's famous orchestra leader, who in the past year has captured Broadway, will be officially welcomed to Boston by Mayor Curley when he returns here today as a guest. Mayor Curley will welcome Reisman at 12:15 p m at the City Hall.

The former Hotel Brunswick orchestra leader is scheduled to make two personal appearances at Jordan's, the first at 11 o'clock, when he will dedicate Jordan's new Victor record section, and the other at 2:30 p m, when he will present his Hotel Brunswick Orchestra in the Jordan Auditorium on the ninth floor of the annex building in a half-hour musical program.

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MAY DISCUSS WELFARE PROBE

Mayor and Overseers in
City Hall Conference

Chairman Simon Hecht, William H. Taylor and Secretary Walter V. McCarthy of the Overseers of the Public Welfare and Mayor Curley and Corporation Counsel Samuel Silverman went into conference this afternoon at City Hall, probably in reference to the order passed in the City Council yesterday requesting the Mayor to employ certified public accounts and auditors to conduct a rigid investigation of the Welfare Department.

The order was introduced yesterday by Councilor Dowd, following two attacks by the latter regarding certain coal deliveries.

Mayor Curley was asked if he had any statement to make regarding the Council's action, and said he would have one later in the day, apparently after the conference.

Mayor in Foursome at Formal Opening of Franklin Park Golf Course Thursday

The golf season at Franklin Park will have a formal opening on Thursday at 2:30 p m when an official foursome will tee off. Mayor Curley and City Treas Edmund L. Dolan will play Park Commissioner John J. Martin and William P. Long, chairman of the Park Commission.

TO MEET TOMORROW ON CITY HOSPITAL PROGRAM

The trustees and architect of the Boston City Hospital will confer tomorrow, with a view to expediting the program calling for the advertising on April 25 for bids on the \$500,000 pediatric building, and on May 7 for the \$600,000 children's pavilion. There also remains the erection of buildings for the laundry, kitchen and ambulance departments. All available money will be cleaned up and plans for next year to complete the hospital will require \$3,000,000.

Until the new hospital for children is built, the youngsters will be cared for in the old administration building. Mayor Curley today said that plans for the children's pavilion call for the most modern of its kind erected anywhere.

AWARDS CONTRACT FOR WEST ROXBURY STREET

Mayor Curley today approved a contract for bituminous pavement on Lassell st, West Roxbury, from Baker to La-grange sts. The contract went to Charles Capone, \$23,540.

CONRY REPEATS TRAFFIC CHARGES

Sends Hultman Letter on
Controversy

Police Head Replies Public Is
Getting Square Deal

Traffic Commissioner Conry reiterated his statement that the Police Department had ignored official complaints concerning traffic conditions in Province st in a letter sent to Commissioner Hultman yesterday shortly after the police head had issued a statement in which he made light of the controversy over the enforcement of parking regulations.

Commissioner Hultman refused to comment upon the latest letter of the chairman of the Traffic Commission. His statement had said "there certainly is no advantage to the public in having a newspaper controversy over the traffic situation. When the situation becomes serious or important enough, it will be properly met."

Referring to the number of prosecutions by the Police Department of traffic violations which Mr Conry had charged was due to the laxity of the police, Commissioner Hultman said:

"One reason for the falling off in the number of court prosecutions for traffic violations is that the public as a whole have cooperated with the police in observing traffic regulations, as they are convinced that everybody is receiving a square deal and that special privileges are not being granted to the favored few by the Police Department."

Commissioner Conry cited reports made by members of his department on conditions on West st, Mason st, and Cornhill, which complaints were ignored, he charged, by the police. His letter reads in part:

"I base my opinion upon the failure of the Police Department to enforce traffic regulations in the following streets: Report on West st, dated March 30, 1931; report on Mason st, dated Nov 31, 1930, and report on Cornhill, dated April 7, 1931.

"Each of these streets have been badly afflicted with traffic violations and all of these violations have been brought to the attention of the Police Department, which has persistently ignored these official complaints."

CURLEY ASSAILS REPUBLICAN REGIME

Speaks at Jefferson League
Banquet

New York Man Is Confident
Roosevelt Next President

The question of prohibition must be settled by the ballot before "its slimy trail reaches such proportions as may make necessary its solution by other than peaceful methods," Mayor Curley of Boston told members of the Thomas Jefferson League of Massachusetts at the birthday dinner at the Hotel Commander, Cambridge, last night.

Mayor Curley said that "with a right character of leadership in Washington, the industrial depression in evidence for the past year and a half could have been prevented," and expressed the wish that "there was in Washington a leader like Jefferson, who could blaze an economic trail that would insure industrial security to the Nation, the reflex of which would be found in continuity of employment as a wage in keeping with modern living conditions."

"It is time to stop thinking in terms of dollars and think in terms of human lives and human happiness," said Mayor Curley.

"These were the motivating forces responsible for the idealism that characterized the founder of Democracy. The continued existence of the fabric which he helped weave, and which the world recognizes as the United States of America, is dependent upon an early return to the ideals which he gave to the world and through which alone it is possible to preserve to posterity government of and for and by the people."

It was an enthusiastic gathering with many expressions of the rosy future of the Democratic party, particularly where the national election in 1932 was concerned.

State Senator John J. McNaboe of New York, who represented Gov Roosevelt, said that in 1932 the Democrats, in Gov Roosevelt, would have a standard-bearer who was a leader, a liberal and a good fellow.

He said that a "comparison of the humanitarian policies of the Democratic party and the futile attempts of the Republican party must indicate the strength of the Democrats at this time."

James Roosevelt, son of Gov Roosevelt, spoke and asked for a return to simplicity in government.

Traffic Commissioner Joseph A. Conry said that the 1928 election indicated the downfall of the Republican party and predicted a Democratic President in 1932.

Congressman John W. McCormack sounded a note of caution when he told the members that although the doom of the Republican party was apparent, Democratic leaders should be cautious and not make any mistakes that would be fatal to their cause and hinder the election of a Democratic president. election of a Democratic President. league, was the toastmaster.

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people also with the stock promoters discreetly stepping aside."

The car riders are paying much more than ten cents to ride today, when the amounts assessed to make up deficits are figured in, he said. The purpose of the legislation is to increase the price of the securities of the company so that it could again be "exploited" and the stock sold at a high figure.

Instead of twenty-eight years, said Senator Twohig, the road actually would be in the hands of the public for forty years under the new bill, because the bonds involved in purchase of the preferred stock would run that long. He reminded the committee that two years ago advocates of public control could not get thirty votes for a roll call in the House and said that even today, public opinion is not really for it. He was particularly forceful in attacking the purchase provisions of the preferred stock.

"The prices in that provision actually are fictitious," Senator Twohig said "because the stockholders won't accept them and the real price will then be fixed by a commission, as called for in the bill." If the Legislature goes through 100 per cent with the aims for purchase of stock only partly expressed by the bill, he said, it will take about \$21,000,000 more than rovided, but will save \$15,000,000 of the people's money which it will be necessary to spend in the long run to accomplish the same purpose.

Charges Deceit by Gilman

Representative George A. Gilman, Senator Twohig charged, had "deliberately deceived the committee" when he said that the old West End Street Railway fund could be set up as an instrument for paying deficits. That fund cannot be touched for such a purpose, he said. Mr. Twohig attacked Mr. Barnum, the Elevated counsel, for favoring the bill, although having expressed no public opinion previously on the original Massachusetts Federation of Labor measure.

"It is impossible to run the Elevated on a ten-cent fare under present conditions, without augmenting it by taxation assessments," he said. "Much is heard about the evils of taxation, but you don't hear much about this Elevated taxation which is nothing but taxation of the public to secure private dividends."

Mr. Twohig charged that the fares were reduced on some lines last summer before the people voted on the referendum so as to influence them into voting for the public control question. Taxation for private purposes he characterized as "outrageous," but he said that everyone who votes for the present bill is voting for just this kind of taxation.

Henry I. Harriman, chairman of the Elevated trustees, was the principal force against public ownership. Harriman was against it, he said, because of his connections with huge power corporations which are waging a campaign against public ownership sentiment all over the country. Mr. Twohig said that he would file a public ownership bill within a few days which would provide for buying both common and preferred stock and thus bring about a saving of \$3,000,000 a year to the taxpayers. He asked the committee to wait for his bill before taking action on the question.

TRANVELER 4/15/31

Mayor Curley Explains Halting of Dartmouth-Stanford Game

Mayor James M. Curley today explained his reason for halting the proposed football game between Dartmouth College and Leland Stanford University scheduled for Nov. 28 in the Harvard stadium, for which he refused a permit sought by William J. Bingham, director of Harvard athletics.

The mayor said that his decision to bar the game followed a communication from Edward J. McLaughlin, Jr., president of Boston College Alumni Association. McLaughlin, the mayor said, stated that a Dartmouth-Stanford game on the same date as the Boston College-Holy Cross game would be unfair. Mayor Curley's statement today follows:

"My decision to bar the Dartmouth-Stanford game at the Harvard stadium on Nov. 28 was due to a communication from Edward A. McLaughlin, Jr., representing the alumni of Boston College, who protested against permitting such competition with the Holy Cross-Boston College game on the same afternoon.

"Mr. McLaughlin, who will issue a public statement later today, pointed out to me that the Holy Cross-Boston College game has been played for 15 years on the Saturday following Thanksgiving; that it has become a recognized fixture in the Boston football program, and that if such competition as the Dartmouth-Stanford game should be permitted it would seriously affect the chief source of revenue from football of both Boston College and Holy Cross.

"If an attempt should be made to hold a counter-attraction to the Harvard-Yale game, my attitude would be no different. I feel that there are plenty of other dates during the football season upon which this game can be held."

Later, as the mayor said, McLaughlin issued this statement:

"The matter of the Dartmouth-Stanford game being played in Boston on Nov. 28, 1931, was called to the attention of the executive committee of the Boston College Alumni Association by its graduate athletic board a little over a week ago. Up to that time the officers of the association had had no intimation, either from the athletic associations of Harvard, Dartmouth or Stanford or the alumni associations of any of these institutions, that it was intended to play this game on the day on which the Boston College-Holy Cross football game had been scheduled. This latter game has been played on the Saturday after Thanksgiving for over 15 years. The game attracts approximately 40,000 people from entire New

England. It is looked upon nationally as one of the outstanding games of the East.

"At the request of my executive committee I called the matter to the attention of the mayor's office. The sound fairness of the mayor's decision must be apparent to all."

John P. Curley, graduate manager of athletics at Boston College, refused to make any statement regarding the incident. Cleo O'Donnell, holder of a similar position at Holy Cross, remarked that he was "greatly surprised" at Mayor Curley's stand on the matter.

He also made known the fact that Boston College and Holy Cross had been considering moving the Holy Cross-Boston College game to Fitton Field, Worcester, Holy Cross athletic field, and had been "sounding out" the alumni.

Nothing definite had been done in that direction, however. It had been proposed that the Holy Cross-Boston College game be held on Thanksgiving day morning in Worcester, but it was generally known that the Boston College alumni were opposed.

CHICAGO MAY GET GAME

MANCHESTER, N. H., April 15 (AP)

—Chicago is favored as the scene of the Dartmouth-Stanford football game Nov. 28, Harry R. Heneage, director of athletics at Dartmouth said today in expressing regret that the game could not be played in Boston.

"We will try and play the Dartmouth-Stanford game in some city," said Heneage, "and prefer Chicago to Philadelphia. It's too bad we can't play in Boston as planned."

The date chosen for the game in Boston conflicted with that of the annual Boston College-Holy Cross game.

Heneage later was told that the directors of athletics at Boston College and Holy Cross planned to confer on the matter later in the week. He said, "If it is agreeable to them and Mayor Curley gives us permission to use the Harvard stadium, we will certainly go through with the game. Arrangements have been started to play the game elsewhere, but the game will be played in Boston if permission is granted."

Labor is the petitioner on this year's Elevated bill. It is Mr. Vahey's belief that nothing could be accomplished this year if the situation is approached on the basis of the twenty-eight-year bill. The railway can pay its own way except in such crises as the present, he said. He intimated that the Federation would have a great deal to say later on about the extension of rapid transit service, which, he thought, was wisely excluded from the present bill.

Charles F. Rowley favors the bill, but said he thought the offending section should be stricken out. He said he could not see how any stockholder could vote to accept the act with this part included.

"The power to increase fares," he said, "is taken from the trustees and lodged in political groups consisting of the mayors and chairmen of selectmen in the districts affected. The unfairness of such a condition is so obvious that I am at a loss to understand why it was put in."

"A Shot in the Dark"

Edward E. Whiting, one of the public trustees, said that any legislation having to do with the Elevated is bound to be "a shot in the dark." What is needed primarily, he said, is financial relief in the operation of the road. He admitted that twenty-eight years was a long time for a contract to provide for public control, but said he had no definite ideas as to how long such a contract should run.

H. Ware Barnum, general counsel for the Elevated, said that the railway had kept abreast of the times and was in as good operating condition as any in the country. There are more routes than ever before and more routes covered, he said.

"Automobiles can never take the place of the Elevated system," said Mr. Barnum. "It is going to develop, but its development has been hampered greatly by unsettled conditions in the last few years."

Mr. Barnum said that if the amount of the dividend should be cut further, a saving of \$256,000 a year in income tax payments would be thrown away. This amount is saved, he said, by the substitution of bonds for stock. He said that the \$465,000 put into sinking fund under the new bill is "a real, true economic saving" which at the end of the public control period would pay off the whole of the indebtedness of the bonds issued to retire the preferred stock.

Representative Baker asked him where the benefit would come as far as the present generation was concerned, and Mr. Barnum said it would not be apparent now, but that it would effect a real, true saving for the next generation.

To the Stockholders

"What would you say, Mr. Barnum, to changing the preferred stock to bonds of the company and cutting down the time of control?" asked Representative Baker.

"I think it would be up to the stockholders to say what they would do about that," Mr. Barnum replied.

Mr. Baker went on to say that if the bill should be drawn for fifteen years and the stockholders would be willing to take bonds on the basis on which the State would be able to pay interest that a reasonable solution might be arrived at.

"I think that would have to be purely a trade with the stockholders," Mr. Barnum said.

"Well, Mr. Barnum, suppose we should write such a bill and provide for giving the two-year notice if it was not agreed to in a certain number of days by the stockholders?" inquired Mr. Baker.

"I think that the passage of any bill which the stockholders couldn't accept would be equivalent to giving the two-

year notice," said Mr. Barnum.

He was reassured by Representative Baker that any such bill would have to be agreeable in advance to the stockholders before the committee would approve it. At this point the opposition to the bill was heard and Senator James J. Twohig of South Boston, who first rose to speak, gave way to Mayor Curley, who was accompanied by Corporation Counsel Samuel Silverman.

Mayor Curley said the city was very much interested in the problem for one thing "because the Boston Elevated Railway owes the city \$1,000,000 and there is little prospect of realization on the debt."

"An Anemic Mandate"

The mayor said that although the so-called mandate of the people as expressed on the ballot last fall had favored an extension of public control, "it was rather an anemic mandate."

Mayor Curley expressed the view that the questions on the ballot were understood by few people besides the legislators who drafted them. The bill before the committee, he said, was not a public control bill, but in reality, a bill providing for semi-public ownership. Only a few street railways in the United States are on a paying basis at the present time, said the mayor, and there is no prospect that the Boston Elevated will be on a paying basis in a reasonably short time, he added.

"I believe that street railway transportation is of vital importance to the growth and expansion of a modern community and should be relegated to the same category as water, sewerage, street lighting and education; in other words, classed as a necessity," he said.

Summed up, the mayor's conclusions were that the two-year notice for public ownership should be given if possible and if public control were to continue that the present system be allowed to continue on the basis that it is a less evil than this year's bill.

Mayor Curley termed the certificate of indebtedness which the people of the metropolitan district would get in return for the \$30,000,000 paid for preferred stock in order to eliminate the dividend payments on the stock "a scrap of paper," which some say might be worth something, but only in the event of liquidation of the Elevated or in the event that the company's entire assets are sold.

Says Deficit Provision Fair

With reference to the phrase in Section 17 to which there was such wholesale objection on the part of those representing the views of the Elevated company, Mayor Curley said:

"The present bill contains the further provision that the Commonwealth may exercise the right given to it to purchase at \$105 all common stock now outstanding or which may be issued by the company during the interval between the passage of this act and the time of exercising the option, provided that there shall be deducted from this sum the amount of the deficits due to the cities and towns of the district on account of assessments."

"This provision is a fair and reasonable protection for the taxpayers of the transit district for the assessments which have been levied on the cities and towns of the district to pay unearned and exorbitant dividends to the stockholders. Already the greedy stockholders have given notice that they do not favor this provision in the bill. They claim that inefficient management of the road by the public trustees might result in large deficits to be met by assessments on the cities and towns of the district which might very seriously diminish the amount

to be paid to them for their stock, especially since the trustees of the company are beyond the control of the stockholders."

"This contention is unsound, for any one conversant with the situation knows that the trustees of the company have ever been solicitous for the welfare of the stockholders, sometimes, it is feared, to the detriment of the car-riders and the taxpayers."

"Indeed, the public trustees of the company have been abused for being too much concerned with the welfare of the stockholders and directors of the com-

pany and neglectful of the interests of the car-rider and the taxpayer. The real reason for the stockholders' apprehension is the possibility that they may be unable to retain all their unearned dividends and gains taken from the car-rider and the taxpayer and at the same time receive a handsome price for their stock."

"It behooves the members of the Legislature to be on guard. There must not be another 1918 debacle."

The mayor, at the beginning of his remarks, said that unquestionably the public and the members of the Legislature were of the opinion that the bill reported this year merely extends for twenty-eight years public control of the same kind that has been in operation. An examination of its provisions, however, he said, brings quick disillusionment and the knowledge that the trustees of the metropolitan district are required to purchase on behalf of the people all of the outstanding preferred stock of the Elevated company at a total cost of \$25,331,000, leaving the common stock of the company, valued at \$23,400,000 outstanding.

"The transit district thus becomes a silent partner of the Elevated company and part owner of the company but without a vote or any other authority or control," Mayor Curley declared. "Clearly this is a part public ownership proposition and in my opinion is not the extension of public control that the people of the metropolitan transit district favored in the recent referendum, and which the American Federation of Labor approved and recommended."

Mayor Curley called on the Legislature, if it really intends to follow out the policy of public ownership indicated in the bill to enact a real public ownership measure "stripped of its mask and disguise." Such a bill, he said, as would rid the Commonwealth "once and for all time of the vicious contract entered into by the Commonwealth as a result of the 1918 public control bill and which has resulted in sapping the treasuries of the cities and towns of the district of many millions of dollars in order to pay exorbitant dividends to the preferred and common stockholders as required by the 1918 act."

Cole for the Bill

General Charles H. Cole, one of the trustees, was recorded in favor of the bill by Mr. Whiting.

Senator Twohig was the final speaker. He called upon the committee to discard the twenty-eight-year measure and report out a bill that would give the railway to the public. Mr. Twohig made a scorching attack on the use of labor organizations to further the plans of a group which he said has been advocating extension of public control for many years.

"Over in my home I have at least fifty bills introduced in the last half-dozen years, which were put in by these schemers to put across this iniquitous legislation," he declared. "Later the public control idea was put forth by the labor

Elevated Control Bill Meets With Stiff Opposition

Company Directors and State Federation of Labor Against Deficit-Purchase Clause

Curley Also Opposed

Mayor Favors Immediate Exer- cise of Option to Purchase Railway

By Richard D. Grant

Opposition to the Boston Elevated twenty-eight-year control bill, centered chiefly on its provision to allow the State to deduct any deficits incurred during public management from the purchase price in the event of exercising the option for public ownership, was vigorously aired at a hearing today before the House Ways and Means Committee at the State House. This opposition came principally from Frederic E. Snow, representing the directors of the company, and from James H. Vahey, representing the Massachusetts State Federation of Labor. Mayor Curley, another leading spokesman against the bill, declared that in view of present conditions there were only two things to do—either exercise the public purchase option by immediately giving the two-year notice, or continue the present public control agreement. His preference, he said, was for the immediate acquisition of all the stock, common and preferred, as he was satisfied that public ownership of the company can result in no worse situation than the present one.

Mr. Snow said that it would be useless to talk about it at all as long as the objectionable phrase is a part of the Elevated measure. The clause to which Mr. Snow refers occurs in Section 17 of the bill and states that if the railway is purchased by the Commonwealth or a political subdivision, the price shall be "an amount in cash equal to \$105 per share for all stock at present issued and then still outstanding, increased by any amount paid in cash for stock hereafter issued or decreased by any sum previously assessed upon cities and towns served by the company which have not been repaid."

"The stockholders have nothing to do with the choice of the public managers," Mr. Snow said. "They have no control over the action of the public trustees. The directors believe that a fair and just agreement would be one which would include every incentive to the trustees to operate the railway in such a way as to prevent a deficit. I will not willingly recommend to the stockholders any legis-

lation of this kind."

Mr. Snow pointed out that the stockholders' investment in the Boston Elevated amounts to hundreds of millions of dollars, which the Legislature should be interested to protect in the general interests of the community.

Stock Widely Scattered

"Many of the bonds are owned by savings banks in which poor people have deposited their money," he said. "The stock is widely scattered among a large number of people. Some of these people are probably your own friends and neighbors."

Mr. Snow said that if the committee desired to report a bill calling for an extension of public control he believed the directors might be of assistance to the members in offering constructive suggestions, but that he did not see that there was any use in going into a discussion of the reported bill in view of the fact that its terms were impossible for the stockholders to accept.

"The whole question is whether it is fair and reasonable to the public and the stockholders," he said. "But the owners of the railway have never been asked to sit in on any of the conferences at which the subject was taken up. I don't know why."

Acting Chairman Albert F. Bigelow of Brookline, who presided at the hearing jokingly said that he suspected that people generally had the idea that "you are dangerous fellows to deal with." Mr. Snow laughed and said, "Apparently nobody dares to speak to me about it. They must either think that I have more ability or that I try to deceive them."

After Mr. Snow sat down, Representative George A. Gilman of Boston, House chairman of the Committee on Metropolitan Affairs, which reported the bill, took the floor and explained its provisions.

Criticized Previously

Replying to the allegation that the stockholders had not been taken into consideration in the deliberations preceding the drafting of the bill, he said, "The reason we didn't invite Mr. Snow or the directors to sit down with us was on account of the criticism which we received in some of the newspapers in previous years for doing it. This bill may not be a perfect bill but the committee feels it has gone as far as it could have gone toward solving the problem with conditions such as they are at the present time."

The Boston representative then discussed the bill section by section. In the course of his remarks he mentioned that \$960,000 was for the immediate benefit of the car riders. Representative Baker of Newton asked him what he meant, and he said that this figure might be applied to reduction of expense after \$469,000 was set aside for the sinking fund by which the bonds are to be retired.

"There is a lot of talk about reducing the term of the bill from twenty-eight to twenty years," said Mr. Gilman, "but this was thought inadvisable because it would mean there would have to be a

higher sinking fund to retire the bonds."

He went on to say that the present Elevated act compels an increase in the fare whenever a deficit occurs. The new bill, however, he pointed out, would allow the mayors and selectmen of the cities and towns served to say if they wanted an increase in fare or if they preferred to have the tax rates of their municipalities increased to make up the amount.

Mr. Gilman said that it had been provided to give the State a certificate of indebtedness for the retirement of the bonds which it could cash in the event of liquidation.

Representative Gilman said that he also disapproved the deficit provision to which Mr. Snow had objected. If the road was to be taken over now with the existing deficit of \$1,300,000 which the public has paid in, he said, it would mean that the price secured by the common stockholders would be \$100 a share as compared to \$105 provided for in the bill. Mr. Gilman said that the situation as far as the stockholders were concerned was likely to grow worse. There was a strong possibility of further deficits, he said.

"If these continue, it might be that the State would secure the property as represented by the common stock for nothing," he said. "That, of course, would be unfair."

Mr. Gilman then said that he would offer an amendment to the bill which would provide that the fund set up when the Elevated took over the old West End Street Railway would be used for the payment of deficits. This fund is now \$2,177,000, and after twenty-eight years would amount to \$8,714,000, he estimated.

Curley in Opposition

Mayor Curley headed the opposition to the bill and said that there were only two things to do in view of present conditions, either exercise the public purchase option by immediately giving the two-year notice provided in the 1918 contract, or by continuing the present public control agreement. The mayor said he could see no hope that the Elevated would be on a paying basis under private management, at least in the near future.

"For my part," he said, "I would prefer the immediate acquisition of all the stock, both common and preferred, of the Elevated company and the elimination of the stockholders and directors of the company and the further elimination of the incidental burdens of dividends and deficits under the present arrangement. I am satisfied that public ownership of the company can result in no worse situation than the present one. The last

report of the company indicates a further deficit of \$115,000 for the month of February, 1931, or a total deficit up to date of approximately \$1,600,000, with a reserve fund of \$1,000,000 wiped out.

"With all its apparent weaknesses, public ownership would be better than the present chaos and hopelessness of the company. At least let us be honest with ourselves. Either we want public control or public ownership. Let's not disguise the one or the other."

Vahey Also Objects to Section 17

Robert J. Watt, representing the Massachusetts State Federation of Labor, introduced James H. Vahey, who had two objections to the bill. The first was to the provision of a 2 per cent reduction in sinking fund requirements, which he felt should be 1 per cent. He objected also to section 17, which contained the phrase to which Mr. Snow said the directors would not agree.

Mr. Vahey's remarks were closely listened to by the committee, because of the fact that the State Federation of

FIN COM TO ACT ON SIGNAL BIDS

Will Issue Report Today on
Activities of Traffic
Engineer Hurley

VIGOROUS STAND ON PURCHASE FORECAST

The finance commission expects to issue a public statement today dealing with the investigation of the complaint charging Chief Engineer John F. Hurley with having furnished the traffic commission with "misleading information" in connection with consideration of recent bids for automatic signal equipment.

The report will not only include the facts that have been obtained by the finance commission but also the recommendations of the commission in relation to purchase of signal apparatus.

The procedure which is contemplated is somewhat unusual because the finance commission plans a public report in advance of consideration by the traffic commission, tomorrow, of the report about Hurley's activities, which was sent to the members of the board last week.

In explanation of the proposal to make public the facts before the traffic commission has had opportunity to stage what at least one of its members predicted yesterday would be a "real fight" at tomorrow's meeting, the finance commission has been inspired by statements attributed to Chairman Joseph A. Conry of the traffic commission.

The report that members of the traffic commission have assured Chief Engineer Hurley of their confidence in him and in his recommendations about the purchase of signal equipment, also figures in the plans of the finance commission.

The disposition of Chairman Conry to treat the situation lightly may inspire the finance commission to make the most vigorous report which has been released since Chairman Frank A. Goodwin has been the head of the commission.

SUSPENDS LICENSE

Conry Revokes Taxi Stand Permit
Issued by Hultman

Joseph A. Conry, chairman of the Boston traffic commission, took a hand in the taxicab situation yesterday, announcing he had caused to be suspended a special taxi stand license issued by Police Commissioner Eugene A. Hultman.

This announcement came in the notice of a hearing tomorrow morning by the traffic commission on the petition of 400 residents of Forest Hills who ask that parking in that part of Washington street adjacent to the Forest Hills Elevated terminal on the west side of the structure, be changed from

the right to the left side of the street. At the southern end of this roadway are located two rival taxi companies. One operates from private property. The other would operate from a special stand opposite this private lot, except that use of the stand had been suspended by exercise of the power of the traffic commission.

The rivalry between the two taxi companies, always intense, reached a climax when the new taxi rules went into effect. The public stand ruling caused each company to operate from in front of the other's office.

After suspension of the special stand of one company through Mr. Conry's efforts, the public stand used by the rival company was moved from in front of its rival's door by the police commissioner.

In the effort to remove objections to the stand under the ban of the traffic commission, residents have petitioned to adjust the parking, pointing out that regardless of the taxi situation, persons using the street for parking would benefit by the suggested change. They point out that there is but one sidewalk and that on the left side, and that now parkers must cross the traffic stream to get to their cars.

GLOBE 4/15/31

TRAFFIC BOARD ORDERS TWO HEARINGS TOMORROW

The Traffic Commission will hold a hearing tomorrow morning at 10 o'clock in Police Headquarters on the petition of residents of Washington st, Forest Hills, regarding a proposed change in parking regulations on that street.

Locations for five taxi stands have been granted by the Police Department along that side of Washington st, near Forest Hills Station, where parking is forbidden. The license was suspended until such time as the Traffic Commission might make a change in the parking rules on the street. John F. McDonald will represent a group of residents at the hearing.

At the same time and place a hearing will be given on the petition of Councillor Hein of Brighton on the matter of changing the regulations as to one-way traffic in South st and excluding trucks from that street.

Commissioner Conry also announced the receipt of a letter from Rev. A. Z. Conrad of the Park Street Church, congratulating the traffic chairman on allowing parking in downtown sections after 6:30 p. m. Dr Conrad called the new parking rule of greatest benefit to the downtown churches.

CURLEY EXPLAINS STAND ON THE STADIUM GAME

Mayor Curley, when asked today regarding his stand on the Dartmouth-Stanford football game, said that the matter was called to his attention by Edward A. McLoughlin Jr; that the communication set forth that the Boston College-Holy Cross game had been a fixture for many years; that it was a recognized institution in the sporting world and that injury would be worked against the chief source of revenue of the two colleges.

If, on the other hand, a counter attraction were set up against a Harvard-Yale game the Mayor said his attitude would be the same.

City Takes Land in Brighton for New Playground

Title to Parcels Totaling 121,-
989 Feet Given — To Buy
136,830 Feet More

Titles to four adjoining parcels in Faneuil street, Brighton, totaling 121,989 feet of land, assessed on a total of \$11,500, have been transferred to the city of Boston by the owners. The taking of these parcels is in accordance with the plan of the city to make a park in that area, with an additional 139,830 feet, title to which has yet to be acquired.

The individual grantors were: Patrick R. Kenney, owner of 15,930 feet of land taxed on \$1600; Katherine McGovern, who owned the parcel consisting of 35,557 feet of land and a building, assessed on a total of \$6000, of which \$3500 was on the land; John P. Thornton, owner of a house and 30,458 feet of land, the total assessment on which was \$10,500, including \$3000 on the land, and John J. Pavis, owner of a parcel including 40,044 feet of land and a frame structure, all taxed on \$3900, of which \$3400 is on the land.

Dorchester Sales

Property at 98 Fairmount street, corner of Milton avenue, Dorchester, has been sold by Arthur Rogers to Alice M. Evans. This parcel consists of a frame house and 5000 feet of land, all of which is assessed on \$12,000, of which \$1000 is on the land.

Title has been transferred by Margaret Kelly to M. Joseph Lane, who in turn conveys it to Dorothy M. Bradford, of property at 15 Juliette street, near Fox street, Dorchester, consisting of a frame dwelling and 3331 feet of land. The tax on this parcel is on an assessment of \$7300, of which \$800 is on the land.

James M. Fitzgerald has conveyed title to Alice M. Evans of property at 14 Morrill street, Dorchester, comprising a frame house and 4000 feet of land, assessed on \$5500, of which \$1600 is on the land.

RELIEF GRAFTERS PUT TO WORK AT AIRPORT

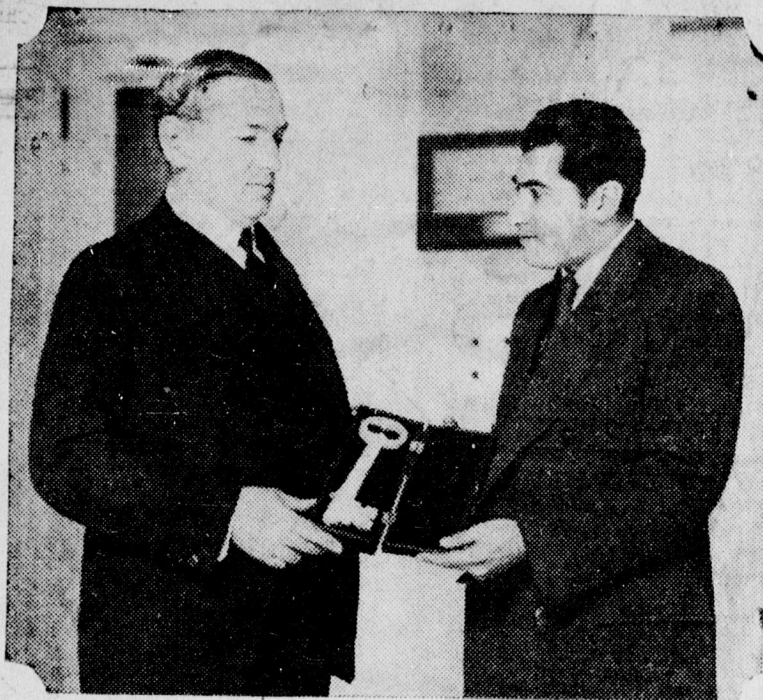
Adjudged to have received relief money from the city of Boston, when not entitled to it, 84 men were yesterday set to work cleaning and grading the grounds at East Boston Airport, as a means of making recompense to the city taxpayers.

The men being disciplined were each furnished overalls and jumpers, said to have been paid for out of Mayor Curley's own pocket.

Each man is to work at the airport three days a week at the rate of \$5 a day until his account with the city treasury is squared.

At 10 a. m., yesterday, four of the men complained to the superintendent in charge that the work was too hard for them. They were then ordered to go to the headquarters of the Overseers of Public Welfare, Hawkins st.

Reisman Opens Jordan's Victor Radio Section



Mayor James M. Curley presenting the key of the city to Leo Reisman, noted orchestra leader, at City Hall.

Noted Orchestra Leader Guest of Jordan Marsh Company and Gives Concert in Store; Welcomed by Mayor Curley

Leo Reisman, noted orchestra leader, who in the past year has captured the heart of Broadway, was officially welcomed to Boston and presented the key to the city by Mayor James M. Curley, yesterday afternoon at the City Hall. He was the guest of Jordan Marsh Company for the day, and opened Jordan's new Victor radio section.

The former orchestra leader of the Hotel Brunswick made two personal appearances at Jordan's, the first at 11 A. M. in the new Victor record department, and the second at 2:30, when he presented his Hotel Brunswick orchestra in the Jordan Marsh Company auditorium, on the ninth floor of the annex building, in a one-hour musical program to more than 1000 persons.

Reisman is one of the highest sal-

aried orchestra leaders in the country. As conductor of the exclusive Central park dance orchestra he is said to receive \$60,000 a year. In addition, he is one of the most sought-for radio artists and one of the outstanding artists of the Victor Record Company. He is also conductor of the Paramount Publix Broadway Theatre in New York and had charge of the installation of guest conductors of other Publix theatres.

Reisman's rise to fame is notable. A little more than 15 years ago he was playing a violin on Saturdays in the music department of a Boston store at \$1 a day. He was a member of the English high school orchestra and upon graduation entered vaudeville, playing classical selections. Then he changed to dance orchestra work and started his climb to fame.

MAYOR CURLEY GOING TO CHICAGO

Mayor Curley will spend the week-end in Chicago, studying the city's elevated highway and reclamation projects along Lake Michigan. He will leave Boston Friday and return Tuesday. He says he is interested in the highway in view of the proposal for a similar project here and wishes to learn first-hand whether it is a success or not.

N. E. BUILDING CHIEFS ELECT

Roemer Again President; Gov. Ely Addresses Conference

Edward W. Roemer, building commissioner for the city of Boston, was today re-elected president of the New England building officials' conference, on the final day of a three-day meeting held at the Hotel Kenmore. Other officers re-elected were: Secretary, Frank M. Curley, supervisor of construction, city of Boston; treasurer, Elman R. Hunt, assistant superintendent of buildings, Lynn, and the entire executive committee of 11 members.

Regional vice-presidents elected were Edward T. McCann, inspector of buildings, Worcester; George W. Huntley, chief inspector of buildings, Providence; Warren S. McDonald, Portland, Me.; Raymond Soule, Burlington, Vt., and Philip A. Mason, supervisor of buildings, Hartford.

Following a luncheon at 1 o'clock, the gathering was addressed by Gov. Ely. At a banquet closing the sessions tonight the members will be guests through Mayor Curley.

The conference, composed of state and city building officials throughout New England, is devoting its attention chiefly to the formation of a uniform building code which it is hoped to submit to the authorities concerned in the near future.

NORTON ATTACK STIRS CHAPMAN

"Graft" Charges Cause Curley to Ask Goodwin to Start Probe

Mayor Curley today asked Chairman Frank A. Goodwin of the Boston finance commission to request Councilman Clement A. Norton of Hyde Park to substantiate his statement at Monday's meeting of the city council in which he declared that the way to reduce taxes is to stop the activities of grafting contractors and a grafting purchasing department.

Curley asked Chairman Goodwin to invite Norton to give testimony under oath with reference to any facts relative to the conduct and activities of the supply department, which is the proper name for the purchasing department.

Philip A. Chapman, head of the supplies department, resented the attack by Norton, and it was at his suggestion that the mayor brought the charge officially to Goodwin's attention. Chapman wrote to the mayor:

"This is the first time that my honor and integrity have been questioned, and I feel that this remark should not be allowed to remain."

GOODWIN CRITICISES DOWD FOR PUBLICITY

**Calls Attacks Unfair to
Welfare Department**

**City Councilor, in Reply, Assails
Finance Commission Head**

Councilor John F. Dowd's order, passed by the City Council Monday, calling for an expert accounting in the Welfare Department of the city, brought forth yesterday a statement from Chairman Frank A. Goodwin that "if the city has \$10,000 lying around loose for such an expenditure as Councilor Dowd suggests, I believe it could be put to much better use if it were applied to the aid of the thousands of families in the city who unquestionably need aid and who are the real sufferers from the undue amount of publicity that Councilor Dowd is causing."

The Finance Commission admits knowledge of leaks; has found relief given to unworthy persons; expects to find more, but, in the effort to plug the leaks, says "we are receiving the whole-hearted cooperation of the Welfare Department."

Advertising to the nation that the Welfare Department is infested with crooks, because a few cases among the 5000 aided were fraudulent is, according to Chairman Goodwin, "unfair to the trustees, unfair to the employees and unfair to the City." An investigation report from the Commission is promised within a short time.

Goodwin's Statement

Chairman Goodwin's statement is, in part:

The Finance Commission is very well acquainted with the conditions in the Public Welfare Department, as the many reports made on the work of the department in the last five years will testify. The commission now has three permanent and five temporary workers giving their full time to checking up payments and, because of the overwhelming amount of work which the Welfare Department is forced to do and the lack of space in which to handle effectively the enormous number of persons needing aid, the Finance Commission is finding it difficult to find space in the department, even for these few workers.

Its investigators have already found several cases of coal, money or groceries being given to persons who were not entitled to it. The commission has, also, discovered slipshod methods which are responsible for improper grants of aid. We are trying to plug up the holes in the system by which this has been possible and are receiving the whole-hearted cooperation of the Welfare Department. We are, also, trying to find out if employees of the department are guilty of any more than the carelessness that results from overburdening with work.

It was only a short time ago that the Finance Commission reported to the City Government that in its opinion the department did not have enough employees to handle properly its 3000 or more cases of regular dependents. Since then, almost overnight, 4500 to 5000 new cases were added, due to the

unemployment situation. It would be a miracle, under such conditions, if it could not be found that aid was administered to persons not entitled to it.

Chairman Hecht's Statement

Chairman Simon E. Hecht of the Welfare Board also gave out a statement in which he said:

"I have read the report of the Finance Commission with reference to the Public Welfare Department and believe that the situation has been summed up by the chairman of the Finance Commission in a manner much better than it could be summed up by me. The women and men associated with me on the Public Welfare Board have given generously of their time, talent and energy during the entire period of the present industrial depression, actuated solely by the desire to furnish aid to the needy without unnecessary red tape. If from time to time an isolated case is found where the recipient is unworthy and is being aided this is to be expected, but when discovered is corrected."

"The number of applicants has increased by 300 percent over normal years and the number of employees has not been correspondingly increased, due to lack of accommodations. My associates and myself are honestly endeavoring to provide food and fuel for the deserving and needy men, women and children. Were we to conduct a minute painstaking system of investigation such as would be necessary to prevent such cases as the isolated ones referred to, in all probability many deserving men, women and children would die of starvation pending the investigation."

"The overseers of public welfare propose to continue the rational, liberal and humane policy which has been in force regardless of the attacks made upon them by publicity seekers hiding behind the cloak of privilege."

Dowd's Statement

City Councilor John F. Dowd last night, in reply, declared:

"The mere expenditure of \$10,000 for a thorough investigation into a department that will in all probability spend \$7,000,000 this year is to my mind an expenditure that would save the city of Boston close to \$500,000 in the course of the year, despite the fact that Mr Goodwin is chairman of the Finance Commission."

"He is allowing the Board of Overseers to purchase yearly nearly 25,000 tons of coal at the exorbitant price averaging \$16.75 a ton, while our own supply department in the city of Boston purchases hard coal at the price of \$12.23 a ton."

"Why doesn't Mr Goodwin in his wisdom recommend that the board purchase the coal in bulk, and any trucking concern in the city of Boston would deliver the same at \$1.50 a ton, thereby saving during the course of the year on that item alone, over \$62,000?"

"I hardly expect any fair treatment at the hands of the chairman of the Finance Commission because, if my memory serves right, he received his first public appointment from Mayor Curley as Street Commissioner of Boston, and it was through the intervention of Mayor Curley, who appealed to his friend Ex-Gov Allen, that Mr Goodwin received his appointment as head of the Finance Commission."

WANTS NORTON TO GIVE FACTS

**Purchasing Agent Resents
Councilor's Attack**

Councilor Clement A. Norton, at the meeting of the City Council last Monday, said that among the ways of keeping down taxes was to eliminate "the grafting Purchasing Department." Philip A. Chapman, former Institutions Commissioner and now purchasing agent, resented the remark and in a communication to Mayor Curley suggested that Councilor Norton be called before the Finance Commission and present his charges, where Mr Chapman will be able to answer.

Mayor Curley, in a communication to Chairman Goodwin, expressed his accord with Mr Chapman's views and trusted the commission would find it convenient to extend an invitation to Councilor Norton to attend and give any facts in his possession.

Mayor Curley this afternoon gave out the following copies of his and Mr Chapman's communications:

Mr Chapman's statement says: "I beg to call to your attention statement appearing in the Tuesday morning papers attributed to Councilor Clement Norton of Hyde Park, and which took place at Monday's proceedings of the City Council. The statement in substance is that taxes could be reduced if the grafting Purchasing Department was eliminated."

"In fairness to the department and myself and also in fairness to the administration of which you are the head, I would suggest that you refer this statement to the Finance Commission and request that they have a hearing where Councilor Norton can present his charges and I would have an opportunity to answer them."

"This is the first time that my honesty and integrity have been questioned and I feel that this remark should not be allowed to remain unchallenged."

The Mayor's letter:

"I beg to forward herewith communication received this day from the superintendent of supplies for the city of Boston."

"I am in accord with the views as set forth by Philip A. Chapman, the superintendent of supplies, and trust that the Finance Commission will find it convenient to extend an invitation to Councilor Norton to attend and under oath give testimony with reference to any facts in his possession, relative to the conduct of the activities of the Supply Department."

WELFARE OVERSEERS REAPPOINTED BY MAYOR

Reappointments to the Board of Overseers of the Public Welfare for a period ending May 1, 1934, were announced today by Mayor Curley. Those named were Chairman Simon E. Hecht, William H. Taylor, Margaret Gookin and Vincent Brogna.

Mayor Curley also announced the reappointment to the City Planning Board of Miss Mary Barr of Brighton, for a term ending in 1936.

MAYOR HALTS STADIUM GAME

Dartmouth-Stanford Would Conflict With H.C.-B.C.

Contest May Be Played In Either Philadelphia or Chicago

By VICTOR O. JONES

Outright cancellation, postponement or a shift to another city of the Dartmouth-Stanford football game, scheduled for the Harvard Stadium Nov. 28, was the problem facing the athletic authorities of three universities last night as the result of an announcement by Mayor Curley that he would not sanction the playing of the Dartmouth-Stanford game in conflict with the Boston College-Holy Cross encounter, long a feature of that week-end.

This became known yesterday afternoon after receipt of Mayor Curley's decision by William J. Bingham, director of Harvard athletics, and the subsequent notice served by Harvard upon Dartmouth that the Stadium would be unavailable for a Stanford-Dartmouth game Nov. 28.

Mayor Explains

Mayor Curley explained last night that his refusal to grant Harvard a permit for this important inter-sectional game was based on the fact that it constituted a conflict with the traditional B. C.-H. C. game. He added that he was perfectly agreeable to these two "outside" teams playing in Boston on any other date whatsoever, but that he felt that Boston College and Holy Cross should receive some consideration in the matter.

Harvard authorities intimated last

The game had been scheduled for Nov. 28, the same day that Boston College and Holy Cross will play, and Mayor Curley does not wish two such gridiron classics to conflict, judging from a statement issued by him.

"Mr. Bingham of Harvard wrote to me last week stating that Dartmouth and Stanford wished to play at the Stadium in the fall. I replied that I would not have any objection to any date selected except Nov. 28, which is the day Holy Cross and Boston College meet. That is all I have heard about the matter."

Director of Athletics William J. Bingham of Harvard when questioned regarding the refusal of Mayor Curley to issue a permit, said, "Two years ago, the Harvard Corporation extended Dartmouth the use of the Stadium for a football game with Stanford on Nov. 28, 1931, making reservations, however, that it should meet with the approval of the Mayor of Boston. Mayor Curley has advised me that he will give his approval for such a game on any date other than Nov. 28, 1931. I have notified Dartmouth accordingly."

Explains Situation

Questioned further and asked why the city had to give authority for the use of the stadium, Mayor Curley said:

"The Stadium is located in Brighton and the city must provide police and fire protection for it. When used by Harvard University for games with other colleges it is not subjected to taxation. However, when used by two colleges other than Harvard, it is subject to taxation, and fire and police protection has to be provided."

Asked if that authority must be given when Harvard and other teams played, the Mayor said it had to be, inasmuch as police and fire protection was supplied it.

Ends Hope of Game in Boston

When reached by telephone at Hanover, N. H., last night, Harry R. Heneage, supervisor of athletics at Dartmouth, refused to discuss the matter. "The game is off as far as Boston is concerned. Unless we can procure another field big enough to accommodate the crowd that would witness the game, we will postpone it altogether. Other

than that I care to say nothing. I have already received a communication from Mr. Bingham of Harvard telling me of the Mayor's refusal to issue a permit."

The Stanford-Dartmouth game was to have been one of the outstanding games of the entire country next fall. Stanford, one of the truly great football machines of the country, has long since attained national fame and local football followers would have stormed the Stadium to witness the two colorful teams in action. It would have been the first time in recent history that a Coast team has played in Boston. Stanford was to have repaid the Dartmouth visit to the Coast last year. Last season's game resulted in a victory for Stanford, 14 to 7.

Pop Warner, coach of Stanford, has been looking forward to the trip to the Stadium. In past years he led his Carlisle Indians to Cambridge to clash with some of Harvard's great elevens and relations between Warner and Harvard authorities have always been of the warmest kind. It will be a bitter blow to the veteran coach, should he be forced to cancel his trip here. Warner's last trip East with a Stanford football team was in 1928, when the coast team played West Point at the Yankee Stadium. Stanford ran roughshod over the Cadets, 26 to 0, despite the fact that the Army was a strong favorite to win.

Although New York has been mentioned as a possible site for the game, late in the night it developed that it

SILENT AT B. C. ON CONFLICT OF DATES

John P. Curley, graduate manager of athletics at Boston College, said last night with regard to a possible conflict of dates: "I have just returned from the trip with the baseball team, and have been out of touch with the situation here, and do not wish to have anything to say at this time."

might probably be played in either Philadelphia or Chicago, both of which can provide fine playing fields and accommodations for at least 50,000 fans.

SOON BEGIN BIG HOSPITAL JOB

\$1,100,000 Building at City Institution

Start of construction work on \$1,100,000 worth of new buildings at the Boston City Hospital within the next month was announced late yesterday by Mayor Curley following a conference with Chairman Joseph P. Manning of the hospital trustees.

Chairman Manning explained that the trustees will ask for bids for a new \$500,000 pediatric building April 25, and that they will seek public bids for the new \$600,000 children's pavilion May 7. Upon completion of this programme, the Mayor will appeal to the Legislature next year for a \$3,000,000 bond issue to conclude further expansion of the hospital facilities.

RECORD 4/16/31

Attack Curley Stand on Big Grid Game

Hanover, N. H., April 15—Following closely upon Mayor Curley's announcement of his decision concerning the Dartmouth-Stanford football game next fall, the daily newspaper of Dartmouth College will tomorrow morning print a blasting editorial broadside against the Boston mayor.

Feeling has been roused to a fever pitch in Hanover over the question. The text of the editorial, which is entitled "The Curley Worm Gets the Bird," follows:

"The big cigars and diamond stickpins of politics have at last wedged their way into the realm of intercollegiate sport, the Honorable James M. Curley, fawning before the Irish vote of Boston, withholds permission for the Dartmouth-Stanford football game, scheduled for over two years, to be played in the Harvard Stadium.

By way of explanation, the mayor points out that the Holy-Cross-Boston College game, which is booked for Fenway Park the same afternoon, has been an affair of long standing on the chart of Boston activities, and that these two colleges are entitled 'to a little revenue.'

"Over and above the fact that the Stanford game has been on the books for two years and has been advertised in Dartmouth circles as the occasion for a huge get-together, we object to Mr. Curley's big business attitude toward intercollegiate football.

"Is football, to Boston people, no more than a commercial venture and if it is, can Boston support no more than one game with a normal attendance of 20,000 on the same Saturday?

"This game naturally belongs in Boston. The intersectional game is played primarily for the undergraduates. And Boston is the logical place for the greatest number of students to see the game. As far as the city and its pocketbook is concerned, we can see no objection to an influx of some 50 or 60 thousand spectators for the holiday week-end.

"We feel certain that this step was in no way actuated by either Holy Cross or Boston College, for their game will be played regardless. We feel sure that they would have small objection to the proposed Stanford game.

"The citizens of Boston would not object; the undergraduates and the alumni of Dartmouth strongly desire the game in Boston; neither Holy Cross nor Boston College feel any resentment. Then where is the hitch?

"There must be something far back in the mayor's keen mind. And it appears to us to be a distinctly political move. No more than a cheap pandering to that particular group of Boston people who have supported him during his campaigns, to their own good.

"Two years ago Malcolm E. Nichols, then mayor of Boston, raised no objections to the Stanford game, and we fail to see any reason why such a step should be in order now, except to secure

for that great and good man, Curley, a few more votes, a few more palatial homes, a few more sleek, high-powered cars.

"And so, as far as we're concerned, the Curley worm gets the bird."

East Boston Tunnel to Be Opened in 3 Years

Lowered cost of construction and materials and real competition in bids will combine to complete the East Boston vehicular tunnel within the \$16,000,000 appropriation while the tube should be opened in about three years, Col. Thomas F. Sullivan, Boston transit department chairman, said last night.

AMERICAN 4/17/31

MAYOR REPLIES TO HEARD

"The real estate interests of Boston persist in their cry for relief of real estate, but up to the present moment these interests have failed to give a helping hand in my attempts to relieve the burden on real estate," said Mayor James M. Curley today in reply to a statement by John Heard who took issue with the Mayor in the use of the term "real estate racketeering."

"I would suggest that Mr. Heard lead the movement to eliminate this evil of 'real estate racketeering' in this city," said the mayor, in concluding his statement.

The mayor said that at the hearing before the legislative committee on the question of returning a portion of the gasoline tax to municipalities not a single representative of the real estate interests appeared or showed any interest whatsoever in this worthwhile attempt to relieve the burden on real estate.

Incidentally, the mayor said Boston has always lived within its income.

HULTMAN CALLS CONRY'S BLAST 'BUFFOONERY'

Refuses to Be a Partner to It,
Is the Police Commissioner's
Only Comment

"Buffoonery!"

This was Police Commissioner Hultman's reply today to attacks by Traffic Commissioner Joseph A. Conry, who called him a "mattress voter" and a "Duxbury clam."

"I will not be a party to Mr. Conry's buffoonery," he said, after newspapermen had waited at his door for nearly two hours to see what answer he would have.

When informed of this terse pronouncement, Commissioner Conry leaned back in his swivel chair, smiled, and said:

"The mountain labored and brought forth a mouse. What an effort!"

RUMORS FLY

Rumors which were flying about police headquarters today regarding the future of both the police commissionership and the chairmanship of the traffic commission were ignored by both men.

Conry's attack came last night at a testimonial dinner to James H. Brennan of the Governor's Council in the crowded ballroom of the Hotel Bradford, where Conry had been introduced as the official representative of Mayor Curley.

At a meeting of the traffic commission yesterday, Conry had been ordered to cease issuing statements in the name of the commission, of which Hultman and several other city department heads are members.

PUTS "GAG" ASIDE

The supposed "gagging" of earlier in the day did not hamper his speech last night. With bitter sarcasm he averred the police commissioner, whose name he did not mention, was interested in affairs outside the city, accused him of fearing to enter a controversy, and declared a public official having such fear should get out of public life.

He charged the commissioner was not a Bostonian, but was a "mattress voter," who lived in the city for eligibility for political appointment, but preferred another center for the delights of social life.

"He is an alien of class, not race," Conry charged.

He then claimed the commissioner's chief interest was in Duxbury. He then went on to state that Duxbury was famous for its clams and that clams and clams

POST 4/16/31

CONVICTED MAN SELLS CITY COAL

Short-Weight Dealer Supplying Poor Families

Finance Commission investigators yesterday disclosed that the Public Welfare department was ordering coal from a dealer who recently paid a heavy fine in Municipal Court for giving short-weight to his customers.

DIDN'T KNOW OF RECORD

In the investigation of the department the official probers were unable to find that the dealer had taken advantage of any people receiving poor relief from the city in the form of coal, but they pointed to his conviction in the case of a private customer.

The overseers have been asked by the Finance Commission to explain why such a dealer should be numbered among the group selected to receive the city's business. Investigators reported that the welfare officials declared that they did not know that the dealer in question had a court record.

Following the Finance Commission's praise of the department in general, Mayor Curley yesterday gave the Board of Overseers a vote of confidence in the reappointment of four members, whose terms will expire May 1.

Additional terms of three years each were granted to Chairman Simon E. Hecht, Mrs. Margaret L. Gookin, William H. Taylor and Vincent Brogna in the list of appointments announced by the Mayor.

NORTON TO APPEAR

Promises to Present Facts of Fin. Com. Regarding Charge of Grafting in Purchasing Department

City Councillor Clement A. Norton of Hyde Park, will appear at Finance Commission headquarters this morning to present evidence in regard to his charges of alleged grafting in the city purchasing department.

Before the City Council he voted against the city budget protesting that the city was paying from \$200 to \$300 more for automobiles than the State and insisting that to keep down the tax rate it would be necessary to stop alleged graft in the purchasing department.

On the demand of Purchasing Agent Philip A. Chapman, Mayor Curley yesterday referred the charges to the

Finance Commission and requested that the councillor be invited to testify under oath regarding his claims.

Councillor Norton stated last night that Chairman Frank A. Goodwin of the Finance Commission had been in communication with him and that he agreed to appear at 11 o'clock this morning to present facts. There he will face the purchasing agent.

TRANSCRIPT 4/16/31

Fin. Com. Hurls Charges After Traffic Probe

Contracts for traffic lights have been repeatedly awarded to one company by Traffic Engineer John F. Hurley, even when other responsible companies were lower bidders, and when the successful company was willing to make a lower bid, the finance commission charged in a report last night.

The report sharply scored Traffic Commissioner Joseph A. Conry for accepting as final and conclusive evidence the mere denial of Hurley that such a state of things existed, and advised him to lay the charges before all the members of the traffic commission.

The favored company, the finance commission asserted, is the American Gas Accumulator Co., and its bid has been accepted and that of the General Electric Co., rejected even when the latter company made a lower bid.

Traffic lights were purchased from the accumulator company for \$31,985 on Nov. 11 of last year when the General Electric and Crouse-Hinds Company were lower bidders. The accumulator company itself offered a lower price than eventually was accepted.

First Subway Extension Worker to Be Injured

The first accident to the workman in the subway extension work at Kenmore sq., Back Bay, came yesterday. Wm. Quigg, laborer, 31, of O st., South Boston, slipped on a platform and fell 40 feet. He was sent to the City Hospital. Accidents to men working on the surface have been reported on this Kenmore sq. job but this was the first in the subway extension.

\$10,725 LOAM CONTRACT

A contract for 6510 yards of loam for the part department was awarded to the McGinnis Co. at a cost of \$10,726 by Mayor Curley yesterday.

RECORD 4/16/31

El Extension or State Quits, Is Defy of Ely

Gov. Ely flatly declared yesterday that if the present bill for extension of public control of the "El" for 28 years is not accepted, he will ask the Legislature to serve notice on the company that the state no longer will continue public control.

The governor's firm statement was made to Frederick E. Snow, counsel for the "El" directors, at a conference at which H. Ware Barnum, counsel for the public trustees, Senator James J. Twohig, Senator George C. Moyses of Waltham, and various other representatives of the state, the "El" and the American Federation of Labor were present.

Previously, Snow had told the committee on ways and means that the "El" directors would not favor the legislation in its present form because it contained a provision whereby the total of any deficit paid by the State would be deducted from the price of the common stock in the event this were taken by the public.

After the conference, the Governor, asked if the "El" matter would be settled at this legislative session, said: "As far as I am able to, it certainly will be."

Earlier in the day, Mayor Curley had come forward to advocate public ownership of the "El" "to end the present chaos and helplessness of the company."

The Mayor declared that there must not be "another 1918 debacle" and stated he would prefer immediate public ownership of the "El" to the provisions of the present bill.

On the other hand, Snow, representing the "El," declared that the Metropolitan Affairs Committee, which reported the bill, should give the directors an opportunity to sit in at further deliberations and make suggestions which would be valuable to the legislators.

Mayor Curley to Spend Week-End in Chicago

Mayor Curley will spend the coming week-end holiday in Chicago. He will leave City Hall at noon tomorrow, and will return Tuesday forenoon. During his stay there, the Mayor will inspect the overhead highway with a view to determining if such a thoroughfare would be a success in Boston. He will also inspect the reclamation work being done on the Chicago lake front.

HERALD 4/16/31

PUBLIC WELFARE BOARD RENAMED

Curley Reappoints Overseers as Fin Com Asks
Coal Explanation

MEMBERS UNAWARE OF DEALER'S RECORD

The overseers of the public welfare yesterday received an indication of Mayor Curley's confidence at the same time that the finance commission asked for an explanation of its purchase of coal from a dealer who was recently fined for giving short weight.

Mayor Curley's act was to announce the reappointment of Simon E. Hecht, William H. Taylor, Vincent Brogna and Mrs. Margaret Gookin, whose terms will expire April 30, as overseers for three more years.

Characterizing the record of the coal dealer from whom the overseers purchased fuel for needy families as "notorious," the finance commission demanded to know why he had been patronized.

MEMBERS UNAWARE

Members of the welfare department replied that they were not aware of the dealer's record. There have been no complaints of short weight in deliveries ordered by the welfare department. No check is possible, since the department kept no record of weights and recipients were not asked to sign receipts for the coal they received.

Pending the mayor's action on the order of the city council for an audit of the welfare department records, the finance commission is continuing its investigation.

Councilman John F. Dowd of Roxbury, who introduced the order for the audit, declared that he will renew his attacks on the welfare department unless the mayor approves the order. The council was unanimously in favor of the audit.

Chairman Simon E. Hecht of the welfare department issued the following statement regarding the order for an audit:

"The number of applicants has increased by 300 per cent. over normal years and the number of employes has not been correspondingly increased, due to lack of accommodations. My associates and myself are honestly endeavoring to provide food and fuel for the deserving and needy men, women and children. Were we to conduct a minute painstaking system of investigation such as would be necessary to prevent such cases as the isolated ones referred to, in all probability many deserving men, women and children would die of starvation pending the investigation.

"The overseers of the public welfare propose to continue the rational, liberal and humane policy which has been in force regardless of the attacks made upon them by publicity seekers hiding behind the cloak of privilege."

ASKS LIGHT ON TRAFFIC LIGHT DEAL

Fin. Com. Calls for Probe of Signal Contracts

In a report issued last night by Chairman Frank A. Goodwin, the Finance Commission called upon the Boston Traffic Commission to investigate the award of traffic signal contracts of more than \$65,000 to other than the lowest bidders as well as anonymous charges against Traffic Engineer John F. Hurley.

RAPS ENGINEER

The report alleged that for "ingenious and specious" reasons, the traffic engineer recommended the awards of four contracts to the American Gas Accumulator Company of Elizabeth, N. J., claiming that lower bidders had failed to meet the specifications.

Officials of the General Electric Company and the Crouse-Hinds Company of Syracuse denied the truth of the reports made by the engineer in turning down their lower bids, according to the Finance Commission.

Figures in the city auditor's office revealed that the difference between the lowest bidders and the price which the city is paying for its system of automatic traffic signal lights is \$5370. To date the winning bidder has received all the contracts totalling \$65,737.95.

"Go Beyond Denials"

The Finance Commission criticised Traffic Commissioner Joseph A. Conry for denying all the charges made, claiming that he reached his decision by accepting Engineer Hurley's "say-so," without referring the matter to all the members of the Traffic Commission and without investigating other sources than the person complained of.

"The Finance Commission believes that these charges are serious enough to warrant a complete investigation by all of the members of the Traffic Commission and we believe that such an investigation should go beyond the mere denials of Mr. Hurley," warned the Finance Commission report.

Commissioner Conry last night refused to comment on the Finance Commission report until it officially reaches him this morning. At that time he will meet in conference the other members of the commission, comprising Police Commissioner Hultman, Chairman Thomas J. Hurley of the Street Commission,

Chairman William P. Long of the Park Commission, and Public Works Commissioner Joseph A. Rourke.

First Contract Feb. 1, 1929

The first contract for the downtown traffic system on Washington and Tremont streets was awarded on Feb. 1, 1929, to the American Gas Accumulator Company for \$15,012.30, although the Horn Signal Company offered to supply the lights for \$635.40 less.

Then on Sept. 9, last year, the same company was given a contract for \$11,296.95 to supply lights for eight distant intersections, though the L. Scott Roe Company was low by \$2661.70. Another order for six intersections went to the A. G. A. on Oct. 28 of last year at a price of \$7442.30, though the Roe firm again was low by \$242.30.

Finally came the Massachusetts avenue system which went to the A. G. A. on last Nov. 11 for \$31,985.90, though the Crouse-Hinds firm was low by \$1831.90, and the General Electric was low by \$161.60.

Serious Charges Made

"On March 6 the chairman of the Finance Commission, following the newly established policy of the commission," the report stated, "sent to Joseph A. Conry, the chairman of the Traffic Commission, an anonymous communication making serious charges against Traffic Engineer John Hurley. It was apparent from the tenor of this anonymous complaint that it emanated from the department itself.

"On March 12, Commissioner Conry sent a letter to the Finance Commission denying all charges that had been made against Mr. Hurley and giving as the basis the denial of Mr. Hurley to whom Mr. Conry had submitted the anonymous complaint for a report. Mr. Conry's denial may or may not be justified, but it would seem that the complaint should have been referred to all the members of the Traffic Commission and an investigation made of the charges through other sources than the person complained of."

HERALD 4/16/31

CURLEY TO SPEND 3 DAYS IN CHICAGO

Mayor to Study Elevated Roadway Test There

Mayor Curley will spend the week-end in Chicago obtaining information on the success of the experiment in elevated highways. He will endeavor to secure proof of reports which have reached him that Chicago is not entirely satisfied with the experiment.

Fortified by first-hand information of the practical benefits to the relief of traffic congestion in Chicago which have been derived from the overhead highway, the mayor plans to give thoughtful consideration to the proposal advanced by the planning board and supported by commercial, trade and civic organizations of meeting the traffic situation in Boston by an elevated roadway.

The mayor will leave Friday noon and will not return until Tuesday. He said yesterday that he has been informed that there is dissatisfaction with the Chicago highway and in view of the tremendous expenditure which a similar roadway will entail in Boston he plans to avail himself of the opportunity to gain personal knowledge of the results of the Chicago experiment.

SHOBE 4/16/31

Insists That Deficits Must Be Deducted From Purchase Price of All Stock

Counsel Brands Plan Unfair and Says Road's Owners Would Not Accept

BY ROBERT T. BRADY

Governor Ely served notice on the directors and stockholders of the Boston Elevated railway yesterday afternoon that unless they accept a properly drafted bill for extension of public control, substantially along the lines of the 28-year extension bill now before the ways and means committee of the House, he will ask the Legislature to give notice of return of the road to its private owners.

The Governor's position was made clear at a conference in his office yesterday afternoon, at which Frederic E. Snow, counsel for the Elevated directors; H. Ware Barnum, counsel for the public trustees, and several members of the Legislature were present.

The Governor made it plain also that he is not at all impressed with the argument advanced by Mr. Snow at yesterday morning's session of the House ways and means committee that the present bill is unfair in its provision that the price of the stock, fixed in the new option clause of the bill at \$105, may be reduced by the amount of money which the cities and towns of the transit district have to pay from time to time to make up deficits in the cost of service.

The Governor is insistent upon some such provision as that being included in the bill. He takes the position that if the State is to guarantee dividends at 5 per cent for 28 years, the communities should be required to pay out annually large sums to make up deficits.

Mr. Snow contended at yesterday's hearing that the stockholders should not be required to reduce the price of the common stock in proportion to the amount of money paid in by the communities served by the Elevated for deficits.

Should Keep Clause

Although he declined to make any formal statement elaborating on his views regarding that deficit clause, it is the Governor's idea that it should be maintained at all events. He takes the

ground that with the option price of the common stock, the gross price of the road, after the preferred stock has been acquired with be \$25,000,000. If during the first 15 years of extension of public control the transit district should be assessed \$1,000,000 a year to make up deficits, then the price at which the district could purchase the common at the end of that period should be \$10,000,000.

The Governor is insistent also that the Elevated problem be settled finally at this session of the Legislature. Asked specifically regarding this phase of the situation after yesterday's conference, Governor Ely replied:

"I certainly believe that it should be settled at once, and so far as I am able to do so, I will certainly see to it that it is settled at this session."

Called by Governor

The conference yesterday afternoon was called at the request of the Governor and in addition to Messrs. Snow and Barnum, there were present Senator James J. Twohig of South Boston, leader in the fight for public ownership; Senator George G. Moyses of Waltham, Senate chairman of the ways and means committee; Representative Albert F. Bigelow of Brookline, acting chairman of the House ways and means committee; James J. Vahey, counsel for the Federation of Labor, which filed the pending Elevated bill; Representative George A. Gilman of West Roxbury, House chairman of the Metropolitan affairs committee, which reported the measure, and Representative William H. Hearn of East Boston, member of the Metropolitan affairs committee.

Snow declined to discuss the matter further last night, or to comment in any way on Governor Ely's proposal of the alternative of accepting the terms of a public control act or of taking notice of a return of the road to private ownership and operation.

It is understood, however, that the conference with the Governor and others yesterday afternoon, Mr. Snow adhered to his position that the directors would be unlikely to recommend to the stockholders acceptance of pending 28-year act because of the provision for deducting deficits paid from the price of the common stock if the transit district decides to purchase the road.

Vote of People for Control

Governor Ely's insistence upon action

at this session of the Legislature has been indicated on several occasions. During his campaign last fall he was an ardent advocate of public ownership of the Elevated. In view of the referendum vote of the people of the district in favor of a continuance of public control, however, he suggested to the Legislature in his inaugural address that they get busy and pass a properly drafted public control extension act at this session of the Metropolitan affairs committee.

In public addresses since he took office, he has urged that the Elevated problem be given early consideration by the Senate and House. It was at his suggestion that the clause providing for applying the deficit payments to a reduction of the price of the common stock under the option was included.

Recently he has indicated that he was giving some thought to the proposition that if the stockholders refuse to accept a public control extension act this year, with provision for acquisition of the preferred stock at once, they would be faced with the alternative of taking the road back to private management and operation. It was not until yesterday that he made known positively his support of the alternative plan.

Growing Sentiment

Although there were suggestions last night that the Governor's talk at yesterday's conference might be for the purpose of swinging a "big stick" over the Elevated stockholders in an effort to force acceptance of the pending public control act, it is known that there is a considerable and a growing sentiment with the Legislature in favor of offering to the stockholders the alternative of accepting the present bill or taking the road back to private operation.

Senator Twohig, who has been one of the most ardent advocates of public ownership, has not been in sympathy with this proposal on the ground that the option to purchase the road, provided in the present control law and continued at reduced prices in the pending bill, is too valuable to be abandoned under almost any circumstances.

Twohig continued, yesterday, at the hearing before the House ways and means committee, to advocate public ownership. He contended that the pending bill, with its provision for taking over the preferred stock, is an installment plan of public ownership, and that the best policy for the State Legislature to follow under the circumstances is to go the whole distance and take over, not only the preferred stock, but all of the property of the Elevated.

Purchase on Time

Governor Ely indicated yesterday, that he, too, regards the pending legislation, to a considerable extent, as a purchase on time. That is understood to be the basis of his insistence upon having the deficits deducted from the purchase price—that such a plan would provide for payment of a considerable portion of the purchase price if the State decided to take it over at some future time.

At yesterday's hearing before the ways and means committee, Representative Gilman also came out flatly against the deficit-deduction clause. He said that, if the present deficit of \$1,300,000 were deducted, the price of the common stock under the option would drop from the \$105 fixed in the pending bill to \$100 or less.

Mayor Curley also took the ground that the pending legislation is a partial-payment purchase plan, and declared he would prefer to have all of the property taken over at once.

TRANSCRIPT 4/16/31

Conry Quits as Spokesman for Traffic Board

Will Now Speak as Private
Citizen, as Result of Lively
Session of Board

Two matters of public interest resulted from today's executive session of the Boston Traffic Commission. One was that hereafter Joseph A. Conry, the chairman, will make no further statements to the press unless his associates concur, and the other was the decision thoroughly to investigate the charges preferred by the Finance Commission against John F. Hurley, the board's chief engineer, relative to the placing of contracts for automatic signalling devices.

The entire membership of the board was present, including Chairman Conry, Park Commissioner William P. Long, Public Works Commissioner Joseph A. Rourke, Street Commissioner Thomas J. Hurley and Police Commissioner Eugene C. Hultman. The session was lively, inasmuch as Commissioner Hultman took occasion to reply to the charges that Chairman Conry had made against the police department growing out of traffic conditions on Province street.

When the session was over Chairman Conry was asked for a written statement of what took place, replying as follows: "There will be no more written statements except when voted by the commission. When I speak in the future it will be as Joseph A. Conry, private citizen."

Mr. Conry made public, following a meeting last Thursday at which Mr. Hultman was not present, a statement that his inspectors had made a traffic check in Province street and had noted sixty-two violations within a short space and charged that the police were not doing their duty. The following morning Commissioner Hultman issued a statement in which he said he had sent a recommendation to Commissioner Conry on March 26 that Province street be put in the restricted area, in the belief that there would be no satisfactory solution of the parking problem until this was done.

Sunday night Commissioner Conry again in a public statement charged that police enforcements of parking had proved a failure in Province street, West street, Cornhill, and Mason street, quoting figures from court records showing less than one-half the number of prosecutions than in the corresponding three months in the previous year. He said that Commissioner Hultman must have been calling upon his "pensive memory" from the police commissioner, but admitted that Mr. Hultman had forwarded to him a report from Captain Martin King that contained these recommendations which did not bear the commissioner's endorsement.

In reply, Commissioner Hultman issued another statement in which he said that the effect of traffic control is not measured in the number of prosecutions but rather by the ease and speed with which traffic flowed through the city. He also pointed out that one reason for fewer prosecutions during the present year was due to the fact that the police were receiving the whole-hearted co-operation of the people. The commissioner said at this time that he would take up the

matter of replying to Mr. Conry's specific charges at today's meeting.

The investigation of charges against Chief Engineer Hurley, who was accused of furnishing 'misleading information' to the Traffic commission and of constantly advising the award of contracts for automobile signal equipment to the American Gas Accumulator Company of New Jersey, was asked by the Finance Commission.

In a report to Mayor Curley, Chairman Frank A. Goodwin of the Finance Commission told of three instances in 1930 and one before the establishment of the traffic commission, when contracts were given to the American Gas Accumulator Company, on recommendation of Mr. Hurley, although in each case there were one or more lower bidders.

Globe 4/16/31

MAYOR HONORS

JOHN J. DONOVAN

Globe's Representative at
Hall Married 31 Years

While he was pounding out copy on his typewriter in the press room at City Hall today, John J. Donovan, the Globe representative there and general crime expert, was surprised by the appearance of Mayor Curley, and the Mayor's secretary, Cornelius A. Reardon, who carried a long box.

The Mayor, in a brief speech of congratulation, recalled that today is the 31st anniversary of Mr. Donovan's wedding, expressed admiration for his work and wished him luck. Mr. Reardon then opened the box, which contained a beautiful electric banjo clock.

The Mayor broke a precedent in coming to the press room on the third floor from his office on the second. Mr. Donovan broke a Globe rule by failing to report the news.

NORTON'S CHARGES SIFTED AT PARLEY

Goodwin Hears Protest of
Supt. Chapman

A three-hour conference was held today by Chairman Frank A. Goodwin of the finance commission with City Councilman Clement A. Norton of Hyde Park and Superintendent Philip A. Chapman of the city purchasing department as the result of a complaint by Chapman that he was unjustly accused in connection with recent intimations by Norton of graft in the city purchasing department.

At the conclusion of the conference Goodwin stated nothing would be given out concerning it. Goodwin invited Norton to appear at the suggestion of the mayor, to whom Chapman protested. Chapman also went into the conference.

Norton stated before the conference that he would submit figures in support of his graft charges, and also demand a wholesale investigation of all city purchases by a corps of experts.

AMERICAN 4/16/31

Mayor Curley Says:

"If promises could be capitalized upon some other basis than 'Live horse, and thou shalt have grass!' no one would be unemployed."

City Hospital Job to Be Started Soon

Plans for the Boston City hospital building program will be completed Thursday and soon thereafter contracts for new construction at a total cost of \$1,250,000 will be awarded, Mayor Curley announced today.

At a conference with Joseph P. Manning, chairman of the trustees of the hospital, in City Hall today it was agreed that the 1931 program be completed as soon as possible and that officials of the institution then go ahead with plans for a \$3,000,000 construction program for 1932.

'GRAFT' PROBED BY GOODWIN

Behind closed doors, City Councilor Clement A. Norton of Hyde Park was questioned today by Frank A. Goodwin, chairman of the Finance Commission, on his charges during last Monday's session of the Council that "graft" existed in the city purchasing department.

Norton was called by Goodwin at the request of Philip A. Chapman, superintendent of supplies for the city, whose department was hit. Chapman attended the questioning also.

"Graft is a harsh word," Chapman said before the meeting. "It cannot be applied to me or to the employees in my department. I do not intend to let it go unchallenged."

"Live, Horse, and Thou Shalt Have Grass," Gives Mayor a Thought

Mayor Curley's aphorism for today:

"If promises could be capitalized upon some other basis than 'Live, horse, and thou shalt have grass,' no one would be unemployed."

HULTMAN NOT IN TRAFFIC TALK

Commissioners Hold Hearing on Forest Hills Parking Issue

The predicted clash between Traffic Commissioner Conry and Police Commissioner Hultman, which was expected to break out into the open today, failed to materialize at a meeting of the traffic commission, when Hultman failed to appear.

The commission had met at police headquarters. William P. Long, park commissioner; Thomas F. Hurley, street commissioner, and Joseph A. Conry, traffic commissioner, were present. Joseph Rourke, public works commissioner, and Police Commissioner Hultman were not present.

The meeting was called to consider the petition to regulate traffic on the outbound side of Washington street, at the Forest Hills terminal, and applied only to the outbound side.

At present parking is allowed on the right-hand side of the street, which is wide. A petition was presented signed by about 400 people, to transfer parking privilege to the left-hand side.

Representative Joseph C. White and Representative William F. Madden and City Councilman William Englert changed the issue and advocated the complete abolition of both sides of outbound traffic. A vote was taken at the conclusion of the meeting, and 22 of those present voted to abolish all parking and five voted to transfer it.

D. E. Frazer, who says he owns a taxi cab stand in the street in dispute, said that he voluntarily had given up his stand on that thoroughfare because it impeded traffic. Later, however, he admitted that Police Commissioner Hultman had urged him to take that action.

Mary E. McNulty of the Arboretum Club said that her club voted last night in favor of closing all parking on that thoroughfare, and was opposed to any change in the method of parking. Atty. John F. McDonald presented a petition containing names of 616 persons who opposed any change in parking.

F. G. Walsh, a resident, said that if there was a fire in Forest Hills at 5 P. M. the entire area would burn before the fire apparatus could get through that thoroughfare.

Following the public hearing on the petition, the entire traffic commission, including Hultman and Rourke, went into an executive session of the traffic commission from which newspaper men were excluded.



Axes to Grind

ORGANIZED labor wants the state to continue control of the Boston Elevated Railway.

Mayor Curley wants public ownership.

Boston Elevated stockholders, enjoying guaranteed dividends from a road that is losing money, object to the price the public-control bill suggests paying for the stock.

Counsel for the stockholders has much to say about why his clients should not be called upon to share any part of the deficit. Little or nothing is said about the fact that the public has poured millions into a broken-down road and has placed its equipment in relatively marvellous shape.

It is human nature for the stockholders to fight for their rights and they have every right to do so. But what they are doing is certainly not being done with the public welfare uppermost in mind. Elevated stockholders have a good thing and they know it. Under the original bill that was put across a dozen years ago, little can be done without their approval.

Mayor Curley's point is that street-railway transportation is as vital a public necessity as roads, water and other civic services. Gov. Ely, a wee bit vexed by the attitude of stockholders, has hinted that the state may be forced to hand the road back to the stockholders.

Holders of the stock outwardly base their stand on the fact that "many savings banks" and "even some of your neighbors" own Elevated stock and might be hurt by undesirable legislation.

Sweeping aside the variety of selfish interests in the Elevated fight, the fact remains that the public is entitled to good transportation at a reasonable cost. Determine which system will produce this result and much of the fog will have been cleared away. In the final analysis, the rights of the public come first and good service should be the first consideration, whether it be by public control, public ownership or private ownership.

Land for Three New Schools Acquired

The street commissioners have completed the taking of land for two new schoolhouses in Hyde Park and one in West Roxbury and have assessed damages:

For the lot on Longwood and Safford streets, Hyde Park, Harold R. Smith receives \$7000; Nellie Sullivan, \$700; Ellen M. Cochran, \$8500.

For the lot on Temple, Keith and Perham streets, West Roxbury, Anna H. Florence T., and Margaret G. Brickley will receive \$12,000; Dora B. Roberts, \$1000; Frederick M. Roberts, \$1000; John Gorman, \$1250.

For the lot on Gordon avenue and Linwood street, Hyde Park, Mary Murphy will receive \$10,000; Anna J. H. Sullivan, \$10,000, and Antino and Maria Ruzzo, \$8000.

Resents Charges, Asks for Inquiry

Supt. Chapman's Request for "Fin. Com." Investigation Has Curley's Approval

Resenting charges made in the City Council last Monday, to the effect that taxes could be reduced if the "graft" in the purchasing department were eliminated, Superintendent Philip A. Chapman today called upon the mayor to ask the Finance Commission for an investigation, and the mayor acceded to the request.

It was Councillor Clement A. Norton of Hyde Park who made the statement which Mr. Chapman resents, during a discussion of the Welfare Department. It was the first time in many months that voice had been given to any such suspicions. Mr. Chapman first called the mayor's attention to the remark in private audience and then sent him the following letter:

"I beg to call your attention to a statement appearing in the morning papers attributed to Councillor Clement A. Norton of Hyde Park, and which took place at yesterday's proceedings of the City Council. The statement in substance is that taxes could be reduced if the grafting purchasing department was eliminated.

"In fairness to the department and myself and also in fairness to the administration of which you are the head I would suggest that you refer this statement to the Finance Commission and request that they have a hearing when Councillor Norton can present his charges and I would have an opportunity to answer them.

"This is the first time that my honesty and integrity have been questioned and I feel that this remark should not be allowed to remain unchallenged."

Addressing Chairman Frank A. Goodwin of the Finance Commission, the mayor said:

"I beg to forward herewith communication received this day from the superintendent of supplies for the city of Boston. I am in accord with the views as set forth by Philip A. Chapman and trust that the Finance Commission will find it convenient to extend an invitation to Councillor Norton to attend and under oath give testimony with reference to any facts in his possession, relative to the conduct of the activities of the supply department."

FRANKLIN PARK COURSE TO BE OPENED TOMORROW

The formal opening of the golf season at Franklin Park will take place tomorrow at 2:30 p. m. when an official foursome will start the season's activities. Mayor Curley and City Treas Edmund L. Dolan will play Park Commissioner John J. Martin and William P. Long, chairman of the Park Commission.

Oppose Parking at Forest Hills

At a hearing today before the Traffic Commission on a petition of four hundred residents and business interests in the Forest Hills section to have parking changed from the right side of the outbound lane on Washington street to the left side of the same lane between the Arborway and Asticou road, opposition was presented by Attorney John F. McDonald, representing 616 other petitioners opposing this transfer and recommending that all parking be abolished on this particular lane.

In addressing the commissioners, Attorney McDonald called attention to the fact that this lane carried much through traffic and that since the street at that point is only twenty feet seven inches in width, parking on either side adds to congestion of traffic. Also appearing in opposition were Representative Joseph C. White, Councillor Edward L. Englet, and Representative William F. Madden.

Appearing in favor of the transfer of parking from the right side to the left side of the street, G. F. Frazier of 34 St. Rose street, testified that he had voluntarily abandoned a two-car taxi stand which had been assigned to him for the left side of the lane because he felt that if vehicles were parked on both sides his vehicles would add to the tieup and delay of traffic at that point.

Mary E. McNulty, representing three hundred women, stated that she had been instructed at a meeting last night to oppose the transfer from the right to the left side of the street and if possible to encourage the abolition of all parking on this particular lane.

This hearing followed a hearing on another petition presented by some residents of Brighton who wished to restore two-way traffic on South street, which has been a one-way street for considerable time. The petition was opposed by Israel Nesson of 1742 Beacon street, on petition of seventy persons living on the street.

In favoring the restoration of two-way traffic on this street City Councillor James Hein stated that he felt that the seventy persons opposing the petition were actuated to a great extent by the reason that South street is not wide enough for two-way traffic with two lines of parked cars. He called attention to the fact that the Traffic Commission some time ago made a survey of the section with the idea of widening the street to accommodate two lines of traffic as well as two lines of parked cars. He said he felt the people were voting for parking privileges on South street rather than against two-way traffic.

The petitions were heard by Commissioners William P. Long of the park department, Thomas F. Hurley of the street commissioners, and Joseph A. Conry, chairman of the traffic commission, with Joseph Rourke of the department of public works and Police Commissioner Eugene C. Hultman absent from the hearings. Following the hearings the commissioners went into executive session.

Graft Charges May Disturb City Council

Norton's Action Will Depend on Attitude of Finance Commission

Whether the operations of the Boston Supply Department will be aired in the City Council at the next open meeting as hinted by Councillor Clement A. Norton, will depend on the decision the Finance Commission may make as to an investigation of its own in the light of the testimony given to Chairman Frank A. Goodwin today.

Mr. Norton appeared before Mr. Goodwin with an array of figures, at the invitation of the chairman. Philip A. Chapman, superintendent of the supply department, was also present. The discussion lasted for nearly three hours and a stenographic report was made. At its conclusion, Chairman Goodwin declared with emphasis that no statement would be made. Mr. Norton appeared in a fighting mood and ready to back up his charges in any way that events might turn.

Though expressing the hope that Mayor Curley might also appear at the conference, Mr. Norton was disappointed. The mayor remained at his office all the morning to clear up all possible work in hand before his departure for Chicago at noon tomorrow. The mayor would not have appeared under any circumstances, even though it was at his suggestion that the Finance Commission make an inquiry on the charges concerning which the councillor had hinted during Monday's session.

"The first part of my case, briefly," said Mr. Norton, "is this: The city on miscellaneous purchases spends \$5,000,000 a year and of this 40 per cent is spent without competitive bidding to obtain the lowest possible prices and give all business men an equal chance. The State spends \$11,000,000 annually but 9 1/2 per cent of this is expended as a result of obtaining bids. The State has 3000 automobiles and the city 500, yet each spends the same, about \$40,000 a year for tires and tubes.

"The State gets bids, like all big private corporations, on Ford cars and, counting the value of those turned in, gets them for under \$300 a car. The city gives its business to one company without bids and pays almost \$600 a car."

Globe 4/17/31

BOSTON COLLEGE ALUMNI BLOCKED STADIUM CLASH

Pres McLaughlin Urged Mayor to Prevent Dartmouth-Stanford Game Nov 28, Day of Eagle-Crusader Meeting

Unless new arrangements satisfactory to athletic authorities at Boston College and Holy Cross are made, the football game between Dartmouth and Stanford on Nov 28, 1931, for which Mayor Curley refused a permit Tuesday, is definitely off as far as Boston is concerned.

Mayor Curley said last night that his refusal of a permit extends to that one day only and unless Boston College and Holy Cross consent to any new arrangements, the game will not be played in Boston on that date. There was no indication that Boston College or Holy Cross authorities would take any action at all, inasmuch as they have never made any move one way or the other.

Responsibility for urging Mayor Curley to refuse permission for the game in the Stadium was assumed yesterday by the Boston College Alumni Association, through its president, Edward A. McLaughlin Jr, who emphasized that it was the graduate body that acted and not the Boston College authorities.

No Official B. C. Move

John P. Curley, graduate manager of athletics at Boston College, has taken no action whatsoever in the present controversy, he said last night. The Boston College authorities took no part in the decision of the Alumni Association to urge Mayor Curley to refuse the permit.

Mr Curley said he did not know what attitude the college may take, if any, but pointed out that the Saturday after Thanksgiving is a fixed date for the Boston College-Holy Cross game, and there is little likelihood that it will be changed. If any action is to be taken, a statement will be issued, he said.

Word from Worcester indicated that Holy Cross authorities were unaware of Mayor Curley's plan to refuse the permit or of any agitation to have him do so, but that since such action had been taken they will do nothing about the situation.

McLaughlin's Statement

Mr McLaughlin, head of the Boston College Alumni Association, explained his position as follows:

"The matter of the Dartmouth-Stanford game being played in Boston Nov 28, 1931, was called to the attention of the executive committee of the

Boston College Alumni Association by its graduate athletic board a little over a week ago. Up to that time the officers of the association had had no intimation, either from the Athletic Associations of Harvard, Dartmouth or Stanford or the alumni associations of any of these institutions that it was intended to play this game on the day on which the Boston College-Holy Cross football game had been scheduled. This latter game has been played on the Saturday after Thanksgiving for over 15 years. The game attracts approximately 40,000 people, from entire New England. It is looked upon nationally as one of the outstanding games of the East.

"At the request of my executive committee I called the matter to the attention of the Mayor's office. The sound fairness of the Mayor's decision must be apparent to all."

Plans No Reconsideration

He reaffirmed this position last night and added that so far as the association was concerned it had taken its stand and would not seek reconsideration of the matter or take any other step.

Boston College men were not anxious to be quoted in regard to the refusal of the permit to the two outside colleges since the college, officially, is not involved in any way.

One prominent graduate explained that the two Catholic colleges took this date some 15 years ago, when practically all other colleges had decided that weather conditions forbade playing after the Saturday before Thanksgiving.

DARTMOUTH MAY PLAY STANFORD IN CLEVELAND

HANOVER, N H, April 15—One of the best intersectional football attractions of next Fall was left without a home tonight as Harry Heneage, supervisor of athletics at Dartmouth College, attempted to solve the dilemma caused by Mayor Curley of Boston in forbidding the playing of the Dartmouth-Stanford football game in the Harvard Stadium Nov 28, 1931.

Cleveland appeared to be a logical city for the game tonight, as Heneage was impressed after a telephone conversation with that city in which he was offered the use of the new municipal stadium with a seating capacity of 80,000.

DAILY DARTMOUTH HITS CURLEY FOR BAN ON GAME

HANOVER, N H, April 15—The Dartmouth, undergraduate daily at Dartmouth, will attack Mayor Curley of Boston in its editorial columns tomorrow.

Describing Mayor Curley as "fawning before the Irish vote of Boston" the Dartmouth will say in part:

"There must be something far back of the Mayor's keen mind, and it appears to us to be a distinctly political move, no more than a cheap pandering to that particular group of Boston people who have supported him during his campaign. Two years ago Malcolm E. Nichols, then Mayor of Boston, raised no objections to the Stanford game and we fail to see any reason why such a step should be in order now.

"The big cigars and stickpins of politics have at last wedged their way into the realms of undergraduate sport. The Stanford-Dartmouth game has been on the books for two years and has been advertised in Dartmouth circles as the occasion of a huge get-together; we object to Mayor Curley's big business attitude toward intercollegiate football. Is football to Boston people no more than a commercial venture?

"The game naturally belongs to Boston. It is the logical place for the greatest number of Dartmouth undergraduates to see the game; we feel certain that this step was in no way actuated by either Holy Cross or Boston College. We feel sure that they would have small objection to the Stanford game. The citizens of Boston would not object; the undergraduates and alumni of Dartmouth strongly desire the game in Boston. Then where is the hitch?"

Heneage himself said today that he would make no choice of a site, as the Stanford authorities have empowered him to do, until after a statement has been given out from the joint Boston College-Holy Cross meeting of

officials on Friday. He was in touch with these colleges and they promised that some action would be taken.

STANFORD SAYS GAME WILL NOT BE CALLED OFF

STANFORD UNIVERSITY, Calif, April 15 (A. P.)—Refusal of Mayor James M. Curley of Boston to permit the Dartmouth-Stanford football game to be played in Harvard Stadium Nov 28 next will result in the contest being played in another locality, Al Masters, graduate manager of Stanford, said today.

"The game will not be called off," Masters said. "It will be played either in Philadelphia or Chicago on Nov 28. If we cannot schedule it in either of these cities, it is possible we will bring it back to Stanford Stadium again."

cont

Globe

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Senator Twohig said that within a few days he would file a public ownership bill which would provide for buying both common and preferred stock and would effect savings of \$3,000,000 yearly. He asked the committee to withhold taking any action until arrival of his bill.

Charles F. Rowley, chairman of the Boston Chamber Commerce committee on Elevated matters, in general favored the present bill. He objected to the section that the Elevated directorate objected to, saying a bill should be framed that was acceptable to the stockholders.

Another phase of the Elevated question was aired before the Ways and Means Committee in the afternoon, when Representative Augustine Airola spoke for his bill calling on the Metropolitan Transit District to buy the Chelsea division of the Eastern Massachusetts and lease it to the Elevated.

Pointing to the extra fare now charged Revere folk and the delays in service on the line, Airola said both the Elevated and Eastern Massachusetts are willing to "do business" if a price can be agreed on and said that he believed anything in excess of \$2,000,000 should be contributed by the Metropolitan District, because of its residents' use of Revere Beach. Senator Conde Brodbine and Representative Thomas F. Carroll of Revere spoke for the measure.

Opposition was recorded by Lester Watson, chairman of the Eastern Massachusetts directors; Arthur C. Wadleigh, chairman of its public trustees, and Corporation Counsel Samuel Silverman of this city. Watson defended the price asked—\$3,291,000—as fair; Wadleigh predicted that if only \$2,000,000 is allowed for the property, the case will end in the courts, and Silverman recommended a delay of a year until the Transit District could offer a definite proposition to the Legislature.

enough to warrant a complete investigation by the entire Traffic Commission and should go beyond "mere denials by Mr Hurley."

The letter of Chairman Goodwin is as follows:

"On March 6 the chairman of the Finance Commission, following the newly established policy of the commission, sent to Joseph A. Conry, the chairman of the Traffic Commission, an anonymous communication making serious charges against Traffic Engineer John F. Hurley. It was apparent from the tenor of this anonymous complaint that it emanated from the department itself.

"On March 12 Commissioner Conry sent a letter to the Finance Commission denying all the charges that had been made against Mr Hurley and giving as the basis for his denial, the denial of Mr Hurley to whom Mr Conry had submitted the anonymous complaint for a report. Mr Conry's denial may or may not be justified, but it would seem that the complaint should have been referred to all the members of the Traffic Commission and an investigation made of the charges through other sources than the person complained of.

"More Serious Matter"

"In the meantime the Finance Commission was investigating a more serious matter.

"On Sept 9, 1930, the American Gas Accumulator Company was given a contract for traffic lights in the amount of \$11,296.95, on the recommendation of Traffic Engineer John F. Hurley, notwithstanding the fact that there were three other bidders who offered lower prices. When Mr Hurley was questioned relative to his failure to recommend that the contract be given to the low bidders, he presented reasons which on their face were ingenious and specious.

"On Oct 28, 1930, the American Gas Accumulation Company was given a contract for more traffic lights in the amount of \$7,442.30, on the recommendation of Mr Hurley, notwithstanding the fact that there was a lower bidder and that the American Gas Accumulator Company itself had offered a lower price than the one accepted.

"On Nov 11, 1930, the American Gas Accumulator Company was given another contract for traffic lights in the amount of \$31,985.90, on the recommendation of Mr Hurley. In the competition for this contract the Crouse-Hinds Company of Syracuse, N Y, offered two prices lower. The General Electric Company of Lynn offered a lower price and the American Gas Accumulator Company itself offered a lower price than was eventually accepted.

Both the Crouse-Hinds Company and the General Electric Company deny the truth of the statements made by Mr Hurley upon which was based the decision of the Traffic Commission to give the contract to the American Gas Accumulator Company. "The records in the city auditor's office show that, before the establishment of the Traffic Commission, there was still another award to the American Gas Accumulator Company, notwithstanding the fact that it was not the low bidder and, according to Mr Hurley's statement to us, that decision was made in large part as a result of his recommendation.

"All of the above was called to the attention of all of the members of

the Traffic Commission, and on April 10 Mr Conry made an answer for the whole commission, making a general denial and again basing it upon the 'say-so' of Mr Hurley.

"The Finance Commission believes that these charges are serious enough to warrant a complete investigation by all of the members of the Traffic Commission, and we believe that such an investigation should go beyond mere denials by Mr Hurley.

LIVELY MEETING OF TRAFFIC COMMISSION LIKELY TODAY

With the probability of a showdown on the recent Finance Commission report concerning its chief engineer, John F. Hurley, and the expected rebuttal by Commissioner Hultman on the charges made against the Police Department by Traffic Commissioner Conry, the Boston Traffic Commission will hold what promises to be a lively meeting today at Police Headquarters.

Following a public hearing by the commission on the taxi and traffic situation at Forest Hills, the full board will retire behind closed doors for a meeting at which the Finance Commission report will be taken up. Intimations made by the police head, who has been the butt of charges by the chairman of the Traffic Commission, that he will reply to Commissioner Conry are expected to crystallize at today's meeting.

Little attention has been paid by Mr Hurley to the Finance Commission's statement, he declaring the charges as "too vague for comment."

The expected retort of Commissioner Hultman, who as Police Commissioner is a member also of the Traffic Commission, will be the first specific answer given by the police head to the charges of Commissioner Conry, chairman of the Traffic Commission, that the police have been lax in regard to enforcing traffic rules and regulations, particularly in the matter of parking on Province st.

Mayor Curley, in a letter to Commissioner Conry, called attention to the parking on Province st that was visible from his office in City Hall. The Mayor's letter resulted in a letter from Conry to Hultman on the parking situation there.

GOODWIN ASKS PROBE BY TRAFFIC BOARD

Writes Mayor Regarding Awarding of Contracts

Says Denial of Charges by Engineer Hurley Is Not Enough

General denials made by Chairman Joseph A. Conry of the Traffic Commission based upon the "say-so" of Traffic Engineer John F. Hurley regarding charges against the latter, were deprecated in a report sent to Mayor Curley late yesterday by Chairman Frank A. Goodwin of the Finance Commission.

Chairman Goodwin expressed the opinion that the charges are serious

"L" MUST ACCEPT THIS BILL OR NONE

Stockholders Must Take Terms Or Public Control Will End, Governor Tells Counsel

Conference Follows Hearing Where Snow Rejects Plan; Curley Asks State Buy

Unless the directors of the Boston Elevated accept the bill now before the Legislature, calling for an extension of public control for 28 years, Gov Joseph B. Ely will call upon the Legislature to notify the company that the State will not longer continue public control.

This was the ultimatum issued late yesterday by the Governor to Frederick E. Snow, counsel for the directors, at a conference attended also by H. Ware Barnum, counsel for the Elevated trustees, Edward E. Whiting, a trustee; James H. Vahey, counsel for the State Branch, American Federation of Labor; and a group of legislators.

Directors Oppose Clause

The conference followed a hearing before the Legislative Committee on Ways and Means, at which Mr Snow announced that the directors would not favor the bill in its present form because of a provision whereby deficits paid by the State would be deducted from the price of the common stock of the road, if the State later purchased it. It is understood that the provision was inserted in the bill at the Governor's instance.

The conference was called by the Governor. Legislators who attended included Senator James J. Twohig of

South Boston, Senator George G. Moyle of Waltham, chairman of the Senate Ways and Means Committee; Representative George A. Gilman of Boston, chairman of the Committee on Metropolitan Affairs, which reported the bill; Representative Albert F. Bigelow of Brookline, acting chairman of the House Ways and Means Committee; Representative William H. Hearn of East Boston, a member of the Committee on Metropolitan Affairs.

At the conference Mr Snow did not recede from his position and the Governor restated his belief that the deficit provision should be retained in the measure. Asked after the conference if he thought the Elevated matter would be settled at the present session of the Legislature, Gov Ely said, "As far as I am able, it certainly will."

Curley Denounces Bill

The bill, written by the Metropolitan Affairs Committee of the Legislature in response to the expressed will of the voters last Fall that the expired public control act of 1918 be continued, was declared by Mayor Curley, at the hearing, to be, in reality, a semipublic ownership bill. Senator Twohig of South Boston characterized it "as a \$30,000,000 steal."

The hearing on the bill before the Ways and Means committee revealed opposition to the present provisions of the bill from practically everyone except the Elevated trustees.

Mayor Curley declared that the bill ostensibly is a mere extension of public control for 28 years, contained a joker whereby the people of the metropolitan transit district would pay \$30,000,000 to the Elevated's preferred stockholders to eliminate the dividend payments on the stock and in

return get "a scrap of paper." He said that his certificate of indebtedness is payable to the district only if the Elevated is liquidated or its entire assets are sold.

Snow Voices Objection

Mr Snow, as counsel for the directors, told the committee that the directors would not accept the present bill, citing the section which provides that the stockholders be charged for deficits paid by the State if the Commonwealth buys the road.

In answer to Mr Snow's arguments, Mayor Curley said: "This provision is a fair and reasonable protection for the taxpayers of the transit district for the assessments that have been levied to pay unearned and exorbitant dividends to the stockholders."

"By the terms of the bill," Mayor Curley declared, "the trustees of the Metropolitan Transit District are required to purchase in behalf of the people of the Metropolitan Transit District all of the outstanding preferred stock of the Elevated company at prices varying from \$110 to \$102, totaling \$25,331,000, thus leaving the common stock of the company, totaling about \$23,400,000, outstanding."

"The Transit District thus becomes a silent partner of the Elevated company and part owner of the company, but without a vote or any other authority or control."

"Clearly this is a part of public ownership proposition and is not the extension of public control that the people of the Metropolitan Transit District favored."

Real Ownership Better

"If it is sound to recommend the purchase of the preferred stock—for, bared of all camouflage, that is the substance of the act—by the Metropolitan Transit District, it is sounder to require the purchase of the outstanding common stock as well as the outstanding preferred stock, and thereby enact a real public ownership bill, which will rid the Commonwealth of the vicious contract entered into by the Commonwealth as a result of the 1918 public control bill and which has resulted in sapping the treasuries of the cities and towns of the district of many millions of dollars by assessments in order to pay exorbitant dividends to the preferred and common stockholders, as required by the 1918 act."

"With all its apparent weaknesses, public ownership will be better than the present chaos and hopelessness of the company. At least let us be honest with ourselves. Either we want public control or public ownership. Let's not disguise the one or the other."

Twohig Charges Steal

Senator Twohig, long a vigorous advocate of public ownership for the road, characterized the pending legislation "as a \$30,000,000 steal."

"A worthless piece of paper," he said. "That is all we would get for our \$30,000,000 because the company would never be permitted to go into bankruptcy, and 28 years from now no private company would want to buy it."

He declared the purpose behind the present bill was to increase the price of the securities of the company so that the company could "again be exploited" and the stock sold at a high price. He said labor organizations were being "used" to further public control extension. He declared taxation of the public to secure private dividends was outrageous, and that "everyone who votes for the present bill is voting for just this type of taxation."

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now, is in a rural section of the State. "Now this rural section where the police commissioner's chief interest lies is Duxbury. You all know what Duxbury is famous for. That's where the clams come from. Clams and silence are synonymous.

"That is why he avoids a controversy. His interests being where they are, and not in Boston, he isn't interested in any controversy which affects the citizens of Boston."

Other Speakers

Henry P. Walsh, presided at the dinner, and John F. Gilmore was toastmaster. The latter introduced Conry as officially representing Mayor Curley and the citizens of Boston.

Among others who spoke were: Governor Ely, Dean Gleason L. Archer of the Suffolk Law School, Fire Commissioner Edward F. McLaughlin, Assistant District Attorney David Lasker, Assistant District Attorney Joseph A. Scolponetti, State Senator John P. Buckley, City Councillor Thomas H. Green, the Rev. Mark C. Driscoll, D. D., the Rev. Ralph W. Farrell, chaplain of the State prison; former State Senator Joseph J. Mulhern, Stanley Wisnioski, and Howard V. Redgate.

Conry's remarks came as his first public utterance following the hectic meeting of the Traffic Commission yesterday. The meeting was held behind closed doors, through which loud voices could be heard, while outside in the corridors the shadow of pacing forms and waving arms could be seen plainly outlined on the glass doors.

Supposed to Be "Gagged"

It was during this meeting that Conry was "gagged" by the members of the commission. When asked for a statement of what occurred at the meeting after it was brought to an end, Conry said to newspapermen:

"There will be no more written statements without the approval of a majority of the commission. Henceforth I will be obliged to assume the form of two men, so to speak. One, chairman of the Traffic Commission, and the other as plain Joseph A. Conry, private citizen."

Conry won a partial victory at the torrid session, however, when a motion of the Police Commissioner to ban parking in Province street was rejected.

CURLEY TO STUDY CHICAGO OVERHEAD ROAD SYSTEM

Overhead highways appear to be in for more complete investigation before the Central Artery plan gets real support, judging by the fact that Mayor Curley will leave tomorrow for Chicago, where he will make a study of the overhead highway in that city. Reports have reached here that it is not the success that its supporters claimed for it.

While in Chicago the Mayor will also make an intensive study of reclamation work being conducted on Michigan Lake front. The Mayor will be back next Tuesday.

BAN ON PROVINCE-ST PARKING IS REFUSED

Traffic Board Four to One Against Restriction

Conry to Investigate Machinery Contracts and Report

Although a meeting of the Boston Traffic Commission held behind closed doors yesterday, was surrounded by secrecy, it was learned last night on unimpeachable authority that during the nearly three hours the board was in session, only one formal vote was polled, and that was on placing an antiparking restriction on Province st.

The motion to ban parking on this street was made by Police Commissioner Eugene C. Hultman, an associate member of the board, but the vote recorded showed that he was the only one of the four commissioners at the meeting to favor the plan.

The recommendation of the Finance Commission for an investigation of the purchasing of traffic control machinery was the subject of a short discussion, which resulted in the commissioners authorizing Commissioner Joseph A. Conry to conduct such investigation as he deems proper and make a report to the full board.

The lack of enforcement of the antiparking regulations came in for considerable discussion, during which Commissioner Hultman stated that, as far as reports to him went, nobody is protesting against the "unrestricted" parking on the streets.

It was said, in reply, that the reason no complaints reach Police Commissioner Hultman is because that any person complaining through the Police Department is told to file the complaint, with the Boston Traffic Commission, as all enforcement of traffic rules and regulations is outside of the jurisdiction of the Police Department.

Hotel "Loading Zone"

Attempts to get from Commissioner Hultman information on a number of matters affecting traffic control were unavailing, it was said, and he could throw no light on the taxicab stand situation at the Ritz-Carlton Hotel.

It is said that the management of the Ritz-Carlton recently filed an application for a "loading zone" at the Newbury-st entrance of the hotel which, as a matter of rule, was referred to the Bureau of Traffic of the Police Department by the Traffic Commission.

The application was returned by the police disapproved, on the ground that the location asked as a "loading zone" was a taxicab stand. On refusal of the application, one of the hotel executives went to the headquarters of the Traffic Commission and stated that the hotel had filed a taxi application for Arlington st only, and that the Newbury-st location had been given to the taxi company without the knowledge or sanction of the hotel.

A request for the original application

of the hotel management for taxi stands was not forthcoming from Commissioner Hultman, it was said. Also, it was said, he refused to give the Traffic Commission letters sent by officers of his department, making suggestions regarding the Forest Hills parking situation. His attitude was that these were police communications and not Traffic Commission property.

"Conry, Private Citizen"

Traffic Commissioner Conry will henceforth speak as Joseph A. Conry, private citizen, unless what he has to say has been approved and issued as a statement by the Traffic Commission as a body, it was announced after the meeting.

Following the public hearing of the Traffic Commission on the matter of making South st, Brighton, a two-way street and on changing parking from the right to the left side of Washington st at Forest Hills, the commission went into executive session.

At the public hearing Councillor James Hein of Brighton spoke in favor of the South-st change, as did representatives of the Brighton Board of Trade and others. Israel Nesson, owner of the property at South st and Commonwealth av, spoke against the measure.

On the Forest Hills matter the proposed change in parking from left to right was favored by Francis J. Frazier, owner of a taxi stand; William Fitzpatrick of 218 South st, and Francis Donovan of Hyde Park av. Representatives William Madden and Joseph C. White spoke against the petition, as did City Councillor Edward Englert. Attorney John F. McDonald represented a group, he said, opposed to the petition.

FIN COM SUMMONS NORTON TO EXPLAIN

Councilor to Appear Today to Air Graft Charges

Councilor Clement A. Norton of Hyde Park said last night that he will appear before the Boston Finance Commission today at 11 o'clock in connection with his charge of alleged grafting in the city Purchasing Department. He made the charge during debate on the budget at Monday's meeting of the City Council.

Philip Chapman, purchasing agent and formerly Institutions Commissioner, wrote to Mayor Curley Tuesday because of published reports of Mr Norton's remarks and asked the Mayor to have the Finance Commission investigate the charges. Yesterday afternoon Mayor Curley forwarded to Chairman Goodwin of the commission Chapman's request.

PUBLIC WELFARE BOARD REAPPOINTED BY MAYOR

Mayor Curley yesterday announced reappointment of the Board of Overseers of the Public Welfare for a period ending May 1, 1934. Those named are Chairman Simon E. Hecht, William H. Taylor, Margaret Gookin and Vincent Brogna.

He also announced the reappointment to the City Planning Board of Miss Mary Barr of Brighton for a term ending in 1936.

Sensational Quarrel Reaches Fever Heat---Mayor Refuses to Intervene

Hultman Declines to Reply--- Not Interested in What Conry Says

Within a few hours of the time he was supposed to be "gagged" by fellow members of the Boston Traffic Commission, Traffic Commissioner Joseph A. Conry last night renewed his warfare upon Police Commissioner Eugene C. Hultman with a vengeance, calling him a mattress voter, and referring to him as a "Duxbury clam."

In renewing his attack upon Hultman before a large throng which packed the ballroom at the Bradford Hotel at a testimonial dinner to James H. Brennan of the Governor's Council, Conry caused a sensation when he opened his attack, not as Traffic Commissioner this time, but as the official representative at the dinner of Mayor Curley.

In a voice ringing with sarcasm, he charged the Police Commissioner with being interested in affairs outside of Boston, accused him of being afraid of entering into a controversy with him or anyone else, and declared that any public official afraid of a controversy ought to get out of public life.

Conry, in the course of his remarks, declared flatly that Commissioner Hultman "is unable to answer public criticism of the conduct of his office," and then summed up what he called the Commissioner's "three grand achievements." One of these achievements, he said, is the obtaining by the Commissioner of a pension of \$1300 a year from the Boston Elevated as an Elevated employee.

Hultman Would Not Reply

Conry's remarks were called later to the attention of Commissioner Hultman. "I don't care to listen to anything Mr. Conry may have to say about me. I'm not the slightest bit interested in his statements and do not care to even answer him," was all the Police Commissioner would say by way of reply.

Street Commissioner Thomas J. Hurley, a member of the Traffic Commission, who was one of the members who demanded yesterday that the Traffic Commissioner be "gagged" declared last night, after hearing what Conry had to say, that he wasn't interested in anything Conry had to say and declined to make any further comment.

William P. Long, another member of the Traffic Commission, who also was present at yesterday's hectic meeting of the Traffic Commission which ended in Conry being instructed not to make any more statements in connection with the Traffic Commission, without the consent of the entire body, also was silent regarding Conry's latest remarks.

Mayor Not to Interfere

Mayor Curley, when he learned that Conry was introduced at the dinner as representing him and the city of Boston, said:

"A half a dozen people represent me at functions every night. Oh, no. I've no desire to enter the controversy between the pair. Mr. Conry is competent to represent me, and is well able to handle the situation. I don't think anyone, however, will suffer by a little controversy. Both men, for that matter, are competent, and voluble."

Attack Is Cheered

The traffic commissioner was cheered to the echo at the dinner as he finished his attack upon the police commissioner. As he reached the conclusion of his address Governor Joseph B. Ely, entered the hall. The Governor heard only the last few words of Conry's attack.

Conry did not call the police commissioner by name but made it plain to whom he was referring.

"A certain public official, police commissioner of Boston," he began, after eulogizing Governor's Councillor Brennan as a man from Boston with the interest of Boston at heart, "unable to answer public criticism of the conduct of his department, said he had 'no desire to engage in newspaper controversy.'"

What "Controversy" Does

"In 'Jeremiah,' a book which I read many years ago, in my early days of political activity, I found the words 'The Great Jehovah hath a controversy with the nations.' It was a controversy

with Great Britain, led by Boston men, Adams and Otis and their illustrious associates, that ended in the establishment of the American republic. Some 30 or 40 years later it was controversy in England that led to Catholic emancipation. It was controversy carried on by Boston men that led to the abolition of slavery in America. It is controversy carried on by a noble band of men and women, leaders of thought in Massachusetts, that will lead to the repeal of the 18th amendment. It was controversy that made Alfred E. Smith the foremost private figure in America's political history. It was controversy that made James M. Curley Mayor of Boston. It was controversy that made Joseph B. Ely Governor of Massachusetts, and controversy that made your distinguished guest a member of the Governor's Council.

"A man who is not prepared to engage in controversy to answer charges against his department has no place in the public life of America.

"Boston is the sacred centre of controversy. The police commissioner of Boston is not a Bostonian, therefore he does not understand controversy. He is what we call a mattress voter, one who lives in the city for eligibility for political appointment, but prefers another centre for the delights of social life. He is alien of class, not race. He doesn't know the city of Boston and is now too old to learn.

What Hultman Has Done

"The three grand achievements of the police department may be readily summed up. First, there was the dashing raid on the dark tenement down here behind this hotel; the gathering of the movie picture batteries, the glare of colored lights, the sledge man to the right, the reporters to the left, as the commissioner burst in to discover the art of making undiluted and non-synthetic gin.

"The picture was printed in all the papers. It is rumored that a former Governor of Massachusetts purchased the original and is having it done over, enlarged to heroic proportions, to be placed in his imperial emporium as a center of taxicab distribution.

"The scene changes and the next picture shows the Police Commissioner in personal command of four men besieging the castle of Beano de Breen, but the castle remains intact.

"Third. But the final picture shows something akin and parallel to the greatest event in American history—surrender of Yorktown, just 150 years ago, and important as that was in American history, and proud as we in Massachusetts may be of the part we played in bringing about that great result, I fear that it sinks into insignificance alongside the picture of Ollie Garrett seeking refuge from the Police Commissioner's personally conducted squad who searched the shores of Cape Cod while Garrett found safety in rushing the gate at Charles street jail.

"For many years the police commissioner was an employee of the Boston Elevated and the present affluent condition of that venerable relic may be traced to his invaluable services. He himself considered that he was entitled to a pension of \$1300 out of the slender treasury of the Elevated, the same pension granted to a police sergeant on his retirement. By his own action he establishes his own qualifications to be entitled, if any, to perform the services at least to collect the pension of sergeant of police.

"Unlike the man we are honoring here tonight this police commissioner is afraid to enter into a controversy which has to do with the conduct of his office, because he is not a Boston man. His interests are in other parts of the State and not in the city of Boston. His chief interest, as you all

OUR MAIL BAG

"TO CREDIT OF BOSTON"

To the Editor of the Herald:

In the editorial in The Sunday Herald, "To Credit of Boston," you make comparisons with certain other cities in the state and in praising Boston for the fact that on Jan. 1, 1929, Boston had no temporary loans outstanding, whereas the other cities did have temporary loans, you indicate that Boston is handling its finances so much better than these other cities.

Inasmuch as temporary loans are issued in anticipation of the collection of taxes, the fact that Boston had no temporary loans outstanding on the first of January might indicate to one who did not know, that Boston had collected all of its current year's taxes by that date. The state report shows that on Jan. 1, 1929, there were outstanding in uncollected taxes \$9,005,618.41 and therefore we must seek an explanation of the fact that at the same time there were no outstanding temporary loans. The obvious conclusion is that the city of Boston operates with a surplus of at least \$9,000,000 and it builds up this surplus by collections from the taxpayers. We cannot see any place in the law which allows a city to levy taxes in order to build up a surplus and how Boston operates in this way we do not know, unless it is because Boston is the exception to all rules.

As a matter of fact, in analyzing the latest state report which we have, which gives the figures as of Jan. 1, 1930, we find that on that date the total uncollected taxes of Boston were 18.41 per cent. of the direct tax of that year, and at the same time New Bedford's uncollected taxes were 21.2 per cent., which is not a very great difference. These same figures show that Fall River's per cent. of uncollected taxes, however, is 45.5 per cent. It is also interesting to see that on that date New Bedford had no uncollected taxes for 1927 or prior years, whereas Boston had over \$800,000 uncollected for 1927 and prior years.

We feel, therefore, that in justice to the other cities in the commonwealth, it might be well to explain how Boston is able to build up such a surplus that makes it possible for them to have on a certain date no outstanding temporary loans and still at the same time uncollected taxes between \$9,000,000 and \$10,000,000.

HART CUMMIN.
New Bedford Taxpayers' Association, Inc.
New Bedford, April 13.

Rupert S. Carven, city auditor of Boston, makes the following comment on Mr. Cummin's letter:

Mr. Cummin apparently does not distinguish clearly between a cash surplus and a book surplus. A cash surplus is the only kind of a surplus which should be reflected in the determination of the tax rate in any year. A cash surplus is determined at the end of a fiscal year, if the total cash received from taxes and other current revenue is in excess of the total payments on account of current expenditures. The cash received in any year may be on account of the taxes of that year or of prior years. Contra—a cash deficit is established at the end of a fiscal year, when the total expenditures paid during that year are in excess of the cash receipts during the same year.

It is a well known fact that the taxes levied in any year are not collected by the end of the year, and that from year to year the amount of uncollected taxes is more or less constant, depending upon the ability of the taxpayers to meet their obligations. It is thus quite clear that the amount of old taxes collected in a current year offsets to a large extent the amount of taxes assessed and uncollected in the current year.

It should be quite evident also that a municipality can have, and does have, a substantial book surplus, represented by uncollected revenue that may be collected in the following year, and yet due to the inability to collect sufficient cash to take care of the cash expenditures in that year, it may lose the year with a cash deficit. Enough has been stated to show the necessity of clearly distinguishing between a book surplus

and a cash surplus. It may be of interest for you to know that the question of the use of old taxes collected in a current year and the proper handling of the same, has been definitely settled by the supreme court in the case of John C. L. Dowling et als. vs. board of assessors of the city of Boston in an opinion filed Sept. 17, 1929. The purpose of this petition was to force the board of assessors to deduct in the year 1929 from the current tax levy, the amount of old taxes that had been collected during 1929, prior to the declaration of the tax rate, in order to have these old taxes that were collected reflected in the tax rate of that year. The correctness of the city of Boston's procedure was well set forth in this opinion, and should settle forever the proper use of old taxes collected in a current year.

In closing, may I say that it is fundamental in proper municipal financing, to take into consideration for taxation and other purposes, only the actual cash surplus at the end of a fiscal year. The occasional appropriations from book surplus occurring in some municipalities are to be severely condemned, and are in part responsible for the difficulties in which a few municipalities find themselves. One other difficulty that may cause deficits is the failure to provide sufficient overlay in taxes to take care of necessary abatements.

The above comments are based upon the experience of the city of Boston over a long period of years, and the results are reflected in the excellent financial position of Boston, wherein the city in most years closes its books with all temporary loans paid before the end of the year.

It should be further stated that the books of the city of Boston are kept open for some three weeks after the close of the fiscal year, in order to take care of every known liability incurred during the year, with the result that the cash surplus then established is a positive cash surplus and not a book surplus.

CALLS MEN GIVEN CITY WORK WORTHY

Curley Replies to Story of Welfare "Grafters"

In stories of the employment of 84 men as laborers on the airport grounds at East Boston, Monday and yesterday, published in the Globe, it was mistakenly stated that the men were recompensing the city with their labor for aid money received from the Overseers of the Public Welfare to which they were not entitled.

These men are, in fact, continuing to receive such aid, their cases being judged altogether worthy ones for relief.

All able-bodied, the men applied to the overseers for relief for their families and themselves when they could not find jobs in private employ. Recently the overseers proposed that such men as these might be willing to render service to the city in view of the aid given them, and this policy of assigning such men to clearance work in various sections of the city was introduced.

The 84 men starting work at the airport are all residents of that section. Men like them in other sections, receiving similar aid, have been assigned to the same type of work in their respective localities.

Mayor Curley made clear the status of all these men, in the following statement, yesterday:

"The statement appearing in the press setting forth that Public Welfare 'grafters' were being employed at the airport is absolutely without foundation and an insult to the needy and willing who have been placed at work and who are working in return for the welfare money which they receive.

"At the present time more than 1000 men are employed in the Park and Public Works Departments who are being aided by the Public Welfare Department, and to term any of these men, who are giving service to the city in return for aid which they receive, as 'charity grafters' is an outrage."

Two more men in the group sent to the Boston Airport to do odd jobs in return for the financial aid they are receiving from the city quit yesterday, declaring that the work was too hard for them. This makes six thus far who have quit out of the 84 who reported Tuesday.

Capt Albert L. Edson, superintendent of the airport, under whose supervision the men are working, heard their stories and instructed them to report at the welfare board. The men told him that they were physically unable to do such laborious work.

Mayor Curley made it plain that the men working at the airport are doing so in return for the welfare money they received.

MAYOR CURLEY DRIVING OFF AT FRANKLIN PARK COURSE OPENING



LEFT TO RIGHT—EDMUND L. DOLAN, CITY TREASURER; WILLIAM P. LONG, CHAIRMAN PARK COMMISSION; JOHN J. MARTIN, PARK COMMISSIONER; MAYOR CURLEY.

SPEAKERS PRAISE FISHING INDUSTRY

Lieut Gov Youngman and Mayor Curley Talk

Nearly 700 attended the annual banquet of the Massachusetts Fisheries Association—Boston Fish Bureau—at the Hotel Statler last night and heard the fishing industry praised by Lieut Gov William S. Youngman, Mayor James M. Curley and other speakers.

Mayor Curley pointed out that the fishing industry was the first industry established in the Massachusetts Bay Colony and now, after 300 years, it is still flourishing. He spoke on the need of enlarging the Boston Air-

port by including Governor's Island, declaring that at the present time Boston is absolutely defenseless from attack by air.

Other speakers were Deputy Commissioner Louis Radcliffe of the United States Bureau of Fisheries, State Commissioner of Fisheries and Game William Adams, State Inspector of Fish Arthur Millett, Representative Ernest Dean of Chilmack and Douglas Malloch, the poet who wrote "To-day."

The toastmaster, George E. Willey, president of the Massachusetts Fisheries Association, was introduced by E. H. Cooley, manager of the association.

Louis M. Beeten headed the banquet committee. Ralph B. Ward, Walter R. Smith, William E. Westerbeke, J. J. Lamere and George E. Shelley headed other committees.

MAYOR DRIVES FIRST AT FRANKLIN PARK

Formal Opening of Course,
200 Golfers on Hand

Curley-Dolan Victory, 3 to 1, in
Foursome Test

By D. J. McGUINNESS

With a couple of hundred ardent golfing fans on hand, Mayor Curley drove the first ball yesterday afternoon in the formal opening of the municipal Franklin Park course, which marked the 41st year of golf in this section, and according to the experts the first place in the country where the Scottish game was played.

Then the Mayor and City Treasurer Edmund L. Dolan paired up together in an official foursome against John J. Martin, park commissioner, and Chairman William P. Long of the Park Commission. The match was at 18 holes and resulted in a victory for the Mayor and Dolan, 3 and 1.

Mayor Curley had the best individual score of the round, 51-43-94, Chairman Long was 49-49-98, and Martin 102 and Dolan 103. The Mayor would have been several strokes better had his putter not failed him on the outward round, but his play was commendable, inasmuch as the majority of the greens were Winter killed, making putting a matter of luck rather than skill. The seventh and 10th greens were out of commission and it was necessary to use temporary ones.

Notwithstanding that the Mayor's drive to the first hole was sliced a trifle, he managed to win the hole with a 5. Long won the second hole with a 5, squaring the match and put his side in the lead by winning the third with a 6. He got a half in 4 at the fourth with the Mayor.

Long, winning the sixth in 5 and the ninth in 4, gave his side a lead of 2 up at the end of the first nine.

The Mayor and Dolan dovetailed in good shape at the 10th and 11 holes, winning both and squaring the match. Then the Mayor won the 13th, 14th and 15th in 4, 5, 4, losing the 16th to a 5 made by Long. While the Mayor made several good drives and iron shots on his round, his play at the 17th was his best.

His drive to this hole was pushed to the right. He pulled his second, but made a perfect approach to the green, the ball stopping a foot from the pin. He got a 4, par for the hole, which gave his side the victory by 3 and 1.

Close to 250 annual permits at \$10 each have been issued to date, which exceeds the number of a year ago, when the course was opened for play six days earlier than this year. Yesterday 163 had their initial round, compared to 146 of a year ago.

No doubt the net profit of \$21,000 realized a year ago from the operation of this golf course will be exceeded, if yesterday's attendance is any criterion.



(Daily Record Photo)

Hizzoner Hits! And when Mayor James M. Curley hits, there's plenty of power and weight behind it, too. He's shown driving from first tee, yesterday, at spring opening of Franklin Park municipal golf course, as Park Commissioner William P. Long, City Treasurer Edmund A. Dolan and Commissioner Martin, left to right, look on. Mayor teamed with Dolan in this foursome.

Mayor Curley Opens Public Golf Links

By BILL McAULEY

Mayor James M. Curley, teamed with City Treasurer Edmund C. Dolan, defeated Chairman William P. Long and Commissioner John J. Martin of the Park Commission, 3 and 1, in a four-ball match which officially opened the municipal golf links at Franklin Park yesterday.

His Honor was given the "honor" at the first tee and a perfect drive aided him to win the first hole with a five.

Commissioners Long and Martin evened the match at the second hole. Long won with a five.

When the turn was reached the Mayor and his partner were two down as they lost the fourth and ninth.

The Mayor was 51 to the turn, Treasurer Dolan was 54, Chairman Long 49 and Commissioner Martin 52.

On the inward nine the Mayor played consistently and as a result the match was soon even.

His Honor won the short tenth with a four to Long's five, and his partner brought the match even with another four at the eleventh.

The twelfth hole was halved in sixes, but the Mayor won the thirteenth with a four and the fourteenth with a five, to put his side two up.

Both the Mayor and Treasurer Dolan had fours at the fifteenth to fives for Long and Martin, which put the commissioners dormie three.

Commissioner Martin carried the match to the seventeenth when he won the sixteenth with a five to sixes for the Mayor and his partner.

Mayor Curley ended the match at the 17th where he got a par four. Each commissioner took a five.

The Mayor had a 43 coming in with a five at the 18th which was the best nine of the match and with his 51 going out gave him low score with a 94.

Conry Renews Attack at Crowded Banquet

Beaten by his own traffic board, which ordered him to be silent in his official capacity as traffic commissioner, yesterday, Joseph A. Conry last night opened a bitter personal attack upon Police Commissioner Hultman, labeling him, among other things, "a Duxbury clam" and a "mattress voter."

The sensational war between the traffic head and police head, growing out of charges by Conry that the police department was inefficient and lax in enforcement of traffic regulations, had seemingly reached a climax during the afternoon when Hultman, armed with facts and figures, appeared before the full traffic board.

HULTMAN STRIKES

After a two-hour conclave there, Hultman emerged smiling, apparently victor in the battle as it became known that the full board had ordered Conry to make no more charges, nor issue statements without sanction of other members of the board.

Crestfallen, Conry marched from the hearing room and announced that while he could not speak as head of the board he would "talk as private citizen Conry."

Within a few hours of the time he was "gagged" he appeared at the Bradford Hotel as official representative of Mayor Curley in a large reception to James H. Brennan of Charlestown, of the governor's council. He had a flock of verbal "pineapples" ready.

Conry declared that controversy had made the United States possible, had made Mayor Curley head of the city government and Ely governor.

HITS AT HULTMAN

"Any man who will not engage in controversy to defend his department against public charges should get out of office," Conry declared referring to Hultman's declaration that he would not engage in newspaper controversy with Conry.

"The police commissioner is afraid to engage in controversy because his interests are not in Boston but in Duxbury, and you know what Duxbury is famous for—clams. Clams and silence are synonymous."

Conry then described what he sarcastically termed the "three great achievements of Hultman's administration."

First, he declared, was the "dashing raid on the dark tenements down the alley, the gathering of moving picture batteries, the glare of colored lights."

The last "achievement" Conry described as the "picture of Ollie Garrett, seeking refuge from the commissioner's personally conducted squad which searched the shores of Cape Cod while Garrett found safety in rushing the gate at Charles street jail."

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HERALD

Real Estate Expert Denies All Abatements 'Racketeering'

John Heard Points Out Cases Where Relief Is Essential—Takes Issue With Viewpoint of Curley

By JOHN HEARD
Boston Trustee and Real Estate Expert

On April 10 Mayor Curley coined a new expression—Real Estate Racketeering—and suggested that the relatively organized efforts of various individuals and groups to secure relief from inequitable assessments makes of those persons or groups racketeers. His honor further identifies those people with individuals who extort exorbitant prices from the city for property taken by eminent domain. He suggests that reduced assessments have caused the financial troubles of Fall River and Chicago.

An individual, hearing of a proposed civic development, buys certain property which the city will need and then, by "expert" testimony and other methods, extorts an exorbitant price. His honor is entirely correct; this is a form of racket and one which must be stopped.

However, how is that comparable with any of the following actual cases:

1—The value placed on a certain office building (relatively new) exclusive of the land in 1915 was \$1,050,000; in 1929, when the building, although sound as a structure, was obsolete, it was valued at \$1,190,500. The federal government allows fixed depreciation rates; the city not only allows nothing for depreciation and nothing for the far more real loss of value due to obsolescence, but claims that the building is worth \$140,500, or nearly 14 per cent. more at the end of 15 years. Is it more at the end of 15 years? Is it racketeering when the owners seek relief from such an absurd situation?

2—A residence on Commonwealth avenue the city values at \$60,000. For several years it has been for sale, but the best offer obtainable has been the \$18,000. Is it racketeering for the owners to try to convince the assessors that their valuation is out of line with the true value?

3—A well known trustee recently sold for \$48,000 a wharf property in East Boston which the city taxed for \$105,000.

4—A great many millions of Boston money has been invested in the securities of real estate trusts. In a general

way the market value set by the public on these properties, as represented by the value of the shares, is materially less than the assessed value of the land alone. Is it a form of racket when the trustees on behalf of their shareholders ask for an abatement?

5—An organization dealing in first mortgages finds that the only method by which it can dispose of some of the properties which it has been forced to acquire by foreclosure is to sell them at 50 per cent. of their assessed values to professional bondsmen, who, because of the high assessments, thus find the amount for which they can write bonds doubled. In other words, these bondsmen buy capital for their business at 50 cents on the dollar. This is perhaps a form of racket, and it is one which, because of the values the city has decreed, the city is abetting.

Examples could be continued almost indefinitely.

However, there can be no argument that when representative business property is forced to pay from 20 per cent. to 25 per cent., not of its net earnings, but of its gross receipts, in city taxes, it is not fair to accuse the owners of racketeering when they make careful efforts to correct such a glaring injustice.

It is obvious that our municipal authorities are in a difficult position. Irrespective of why, the fact remains that civic expenditures have arisen enormously and show no signs of halting. In the past real estate has been an easy and not over-protesting source of income, but the limit has been reached. One must not forget that, leaving out the actual increases in valuation, the tax rate has risen about 72 per cent. since 1915—with a further rise imminent. And now, when individuals who have found themselves powerless to obtain justice, collectively seek redress from an inequitable burden, his honor classes them with the men who unscrupulously mulct the city treasury. Now, how much did reduced assess-

ments contribute to the difficulties of Fall River and Chicago? The situation in Fall River is largely due to the economic change which has come to that city. Mill property was the chief asset of the city; the slump in the textile industry depreciated the value of that asset. Owners of mill securities felt the depression and lost their income from suspended dividends, and similarly the city lost its income from taxation. But the city did not reduce its expenditures in proportion, and soon found itself in trouble. We know what happens to a corporation which pays dividends which have not been earned, and also we know what happens to individuals who do not curtail their expenses to fit their income.

The plight of Chicago is due not to how much or how little came in to the city treasury, but to how it went out.

DEFENCELESS GOOSE

It is easy to criticize, and it is hard to suggest remedies. Probably the problem can only be solved by co-operation, and the real estate interests will stand ready to help wholeheartedly in any manner they can, but not until they are satisfied that they will not be called upon to continue to underwrite the huge increases in city expenditures. For years, past, as our municipal costs have risen, City Hall has merely turned to its splendidly productive and defenceless goose and has demanded another golden egg—which that obliging fowl called real estate has produced. But now its egg-laying capacity has been taxed to the limit. City Hall has an insatiable appetite for golden eggs, and even today is contemplating slaughtering its goose in the childish belief that the bird must be stuffed with gold. If it does so, it will discover, not only that it has eaten its last egg, but that it has an exceedingly embarrassing carcass on its hands.

There are two obvious courses, either of which can profitably be considered. Cities, like individuals, irrespective of their desires, must live within their means and not spend their capital. Real estate is a capital asset of a city. Hence, the first course: Curtail municipal expenditures. And curtailment does not mean proudly pointing to a proposed saving of \$1,000,000 and in the same breath advocating an expansion program of some 30 millions.

The other alternative—and the one more pleasing to popularly elected officials is to find new sources of revenue and to go on spending. There are many other fowl in the city's yard which could and should lay golden eggs: Tobacco, soft drinks, amusements, checks, billboards, advertising and great many more. When in the past suggestions have been made along such lines, those persons interested in the particular business have protested in concert, yet they have not been called racketeers.

If some constructive steps are not taken; if municipal expenditures are allowed to continue to run riot; if no new sources of city revenue are found, and if real estate is not relieved of its unbearable burden, to say nothing of further increases, then his honor's warning that Boston is heading for the rocks on which Fall River and Chicago have struck is apt to be a painfully accurate pronouncement.

Mayor Curley's Son to Be Confirmed

George Curley, 12-year-old son of Mayor James M. Curley, will be confirmed at Our Lady of Lourdes Church, Jamaica Plain, by Bishop John B. Peterson at 10:30 this morning. The Mayor, City Treasurer Edmund L. Dolan, and a large number of city officials and other friends of the Curley family will be in attendance. George is now a pupil in the seventh grade at Boston Latin school.

APHORISM FOR TODAY FROM MAYOR CURLEY

Mayor Curley's aphorism for today:

"No man has ever continued in public office and retained public esteem who utilized the misfortunes of his fellowman as a ladder."

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OPENING PUBLIC LINKS



Mayor James M. Curley officially opened the Franklin Park public links yesterday, when he whacked a long one off the first tee, a fine drive for so early in the season. The Mayor's putting was also good. Above he is shown sinking his putt on the first green.

MAYOR OPENS GOLF SEASON

Drives the First Ball on Franklin Park Course

The golf season at the Franklin Park Municipal golf course was officially opened yesterday afternoon when Mayor James M. Curley drove the first ball of the season from the tee near the locker building as a large gallery looked on. The Mayor got off a fine drive, the ball going straight down the fairway. Mayor Curley played as a member of a foursome, with Edmund Dolan, city treasurer, as his partner against Park Commissioners William P. Long and John J. Martin. Mayor Curley and Dolan won the match, three and one. The Mayor did the 18 holes in 93; Dolan, 102; Long, 96 and Martin, 102.

A fairly large gallery followed the foursome around the entire 18 holes, applauding the Mayor heartily when he made several good shots. Mayor Curley kept up a running fire of conversation with his opponents and members of the gallery, commenting on his own shots and those of the other players.

Mayor Curley, after getting off a good drive, took the first hole with a nice five, to go one up. Commissioner Long, who was getting some nice drives all through the match, took the next two holes. The fourth and fifth were halved, and Commissioner Long got a five to take the sixth.

HERALD 4/17/31

'GRAFT' CONFERENCE ENDS IN SILENCE

Goodwin, Norton, Chapman Decline Comment

A three-hour conference yesterday among Chairman Goodwin of the finance commission, City Councilman Norton and Superintendent of Supplies Chapman, on Norton's charges of graft in the purchasing department of the city, ended with none of the three willing to comment on what transpired.

It was reported, however, that Chairman Goodwin recommended to Mr. Chapman that he obtain bids whenever possible on new automobiles and tires and give all dealers an opportunity to compete for the business. Norton said that records of state and city showed that a tire costing the city \$10.25, cost the state about \$6, because the state asked for bids. Likewise automobiles cost the city more.

Chapman protested against the intimation of graft against his department, to which Norton replied that at no time had he meant to give the impression that Chapman was dishonest. He declared that any condition which allows certain dealers to get the lion's share of business, with subsequent higher cost to taxpayers, comes within the general broad definition of graft.

GLOBE 4/17/31

TELLS OF VISIT TO CITY COUNCIL

Mrs Woodbury Raps Way Business Was Done

The Boston City Council was not as kind as Mayor James M. Curley when 10 members of the Boston City Federation of Women's Clubs, headed by its president, Mrs. Willard Dana Woodbury, visited the Council Chambers the afternoon of March 23.

Mayor Curley met the women in his Mayoral offices in the morning and talked with them for 50 minutes. After lunch there were arrangements for the women to sit in the gallery and listen to the proceedings of the City Council so that they might see how the civic wheels go round and how the City Fathers attend to big business.

The way the women looked upon that City Council session was told this morning at the annual meeting of the

Boston City Federation in the Georgian Room of the Hotel Statler.

Mrs. Edward H. Rugg had arranged for the visit to City Hall just as each year the members of the Boston City Federation also visit the State House, so that they may know more specifically how the affairs of State and city are handled.

Mrs. Woodbury led the delegation, which had been given reason to believe it would be welcomed at City Hall. Mayor Curley did welcome them. After lunch they went to the gallery of the City Council Chamber, and of that Mrs. Woodbury reported to her fellow-members this morning:

"The City Council did not seem to appreciate our interest. The Councilors met 10 minutes, retired, ostensibly for business, but little birds whispered in our ears that it was not necessary for them to retire any such long time. They were gone over an hour, and when they came back they remained for 10 minutes more, ostensibly for passing two orders.

"Our purpose had been to see how things were done, but what we saw was how things are not done."

unt

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putt for a win at the 13th and then he came through with a win at the dog leg 14th. After flubbing his chip to the 15th green, Mayor Curley ran down a 15-footer for a 4 and his team was dormie.

His Honor was short with his second at the 16th and then strong with his approach, his ball running into a trap at the back of the green, and after Eddie Dolan had three-putted his way out of the hole, Martin dropped a 5 to keep the match going.

Going to the 17th, Mayor Curley pushed his drive badly into the rough and then pulled his second shot over the hill and his ball came to rest down by the trees. But, from a blind site, he played his best shot of the round, a high mashie niblic to within three feet of the pin and dropped his putt for a 4 and the match, 3 and 1. Playing out the bye hole, Mayor Curley got a half and Martin a 5.

The cards:

Mayor Curley—
Out... 5 6 7 4 6 6 6 5—51
Edmund Dolan—
Out... 6 6 7 4 7 7 7 6 4—51
W. P. Long—
Out... 7 5 6 5 6 5 6 6—42
J. J. Martin—
Out... 6 6 6 4 7 7 6 6 4—37
Mayor Curley—

CURLEY'S SON IS CONFIRMED

A class of 500 boys and girls, among them George Curley, 12, son of Mayor Curley, were confirmed today in the Church of Our Lady of Lourdes, Jamaica Plain.

The Rt. Rev. John B. Peterson, auxiliary bishop of the archdiocese, officiated at the ceremonies, assisted by the Rev. James Kelly, pastor, and other priests of Our Lady of Lourdes.

Edmund F. Dolan, city treasurer of Boston, and his sister, Miss Marion Dolan, were sponsors of the class.

Among the throng that filled the church was Mayor Curley.

Mayor Opens Links at Franklin Park

The golf season at the Franklin Park Municipal golf course was officially opened yesterday when Mayor Curley drove the first ball of the season from the tee near the locker building as a large gallery looked on. The mayor got off a fine drive, the ball going straight down the fairway.

Mayor Curley played with Edmund Dolan, city treasurer, as his partner, against Park Commissioner William P. Long and John J. Martin. Mayor Curley and Dolan won the match, three and one.

SAYS CITY IS PAYING TOO MUCH

State Buys Autos, Tires, for Less, Nor- ton Declares

Appearing before the Finance Commission yesterday in regard to his charges of alleged grafting in the city purchasing department, City Councillor Clement A. Norton of Hyde Park, declared he was making no charges against the integrity of Purchasing Agent Philip A. Chapman.

TIRE PRICES SCORED

While the hearing was behind closed doors, it was learned that the Councillor alleged that the purchasing agent had inherited a bad system in the purchasing department in the matter of non-advised contracts. As an instance, he stated that the city paid \$10.20 for a certain size of automobile tire, while the State paid but \$6.

In reply, Purchasing Agent Chapman explained that the State purchased the tires from a firm that was being liquidated in Akron, O., while the city bought at home to help local industry. He contended that the State tires were of inferior quality.

The Councillor contended that the State was purchasing Ford automobiles at a price about 40 per cent cheaper than the price the city paid.

Says Auto Prices Too High

He told the Finance Commission that by asking for bids on old turn-in State cars, the Beacon Hill purchasing department was able to get some of the dealers to cut the price to a point \$200 less than that paid by the city.

Mr. Chapman insisted that his department requested bids and received them from Ford dealers on cars which the city was trading in for new cars and sharply questioned the allegation that the State could buy standard automobiles for less than the city paid, claiming that the city received the auto fleet rate with discount for cash.

To permit the officials time to assemble statistics, the hearing was adjourned after a three-hour session at the Finance Commission headquarters, 24 School street. Chairman Frank A. Goodwin, Councillor Norton and Purchasing Agent Chapman declared that they had agreed not to discuss the matter outside the hearing.

MAYOR'S SON TO BE CONFIRMED TODAY

George Curley, the Mayor's 12-year-old son, will be confirmed by the Rt. Rev. John B. Peterson with a class of other boys and girls at the Church of Our Lady of Lourdes, Jamaica Plain, at 10:30 o'clock this morning.

MAYOR PLEADS FOR FARMERS

Also Pays Glowing Trib- ute to Fishing Industry

Mayor Curley, addressing the annual banquet of the Massachusetts Fisheries Association at the Hotel Statler, last night, paid glowing tribute to the industry, which he said was founded 300 years ago and is still flourishing here. George E. Willey presided.

The Mayor said that the agricultural problem in this country should command the attention of all now, to prevent recurring depressions. He said one-quarter of the nation was engaged in farming, and that one-third of the remainder depends for prosperity on the farmer. He urged all present to get behind the \$2,000,000,000 Mississippi Valley flood-control plan, to insure development of the great farming empire of the Middle West.

Lieutenant-Governor Youngman also spoke, as did Douglas Mallock, writer of popular verse. Lewis Radcliffe, deputy commissioner of the Bureau of Fisheries, in Washington, attended.

ISSUE NEW RULES ON PUBLIC RELIEF

Several new regulations governing assistance by the Public Welfare Department in Waltham were put into force yesterday, to revive old rules and to make them effective in the disbursement of public relief funds.

Among the rules are the following: Applications must be made by heads of families. No requests will be received from children and checks and orders will not be delivered to children. Requests for aid by telephone, mail or note will not be considered, except in special cases. Misstatements or evasions of the truth by applicants will be considered sufficient reason for refusing aid, and prosecution is promised where aid is received by misrepresentation or false statements.

Mayor Again Urges Air Maneuvre May 25

Mayor Curley, speaking at the Crosscup-Pishon broadcast from the Hotel Statler last night, again gave his official endorsement of the Air Corps' demonstration of field maneuvers over this city May 25, claiming that it would provide important information necessary for the defence of Boston in case of war.

SQUARE AND COMPASS CLUB HAS ANNUAL BALL

With more than 300 persons present, including many of prominence, the annual grand ball of the Boston Square and Compass Club was held last night at the Hotel Somerset. Major Charles T. Harding represented Mayor Curley and Secretary of State Frederic W. Cook, Governor Ely.

AMERICAN 4/17/31

MAYOR CURLEY SINKING A PUTT



DOLAN

MARTIN

LONG

MAYOR CURLEY

The Franklin Park Golf Course officially was opened, yesterday, with city officials indulging in a foursome. Left to right you see City Treasurer EDWARD DOLAN, Park Commissioner

JOHN J. MARTIN, Park Commissioner LONG and MAYOR JAMES MICHAEL CURLEY. His Honor is sinking a putt in form that would make Bobby Jones jealous.

Curley Opens Public Course With Victory

Following his usual custom, Mayor James M. Curley not only opened the season officially at Franklin Park yesterday afternoon by driving the first ball down the fairway but he had the honor of winning the first match played at the "munie" this season.

Teamed with Edmund P. Dolan, city treasurer, Mayor Curley defeated Park Commissioner William P. Long and John J. Martin, 3 and 2, in a four-ball match, and in his side match with John J. Martin, His Honor had an eight-stroke lead when the final putts were holed out.

Not only was Mayor Curley the main factor in the four-ball match, but he also turned in the best medal score. He was off his game to the turn, using 51 blows to negotiate the outward nine, but he began to function in mid season form at the 10th and came home in 43 for a fine 94. Commissioner Long put together a pair of 49's for a 98, John J. Martin was 52-50-102, and Eddie Dolan 54-49-103.

Mayor Curley had the best ball of the foursome on five holes, and his partner came through with a

In..... 4 5 6 4 5 4 6 4 5—43— 94
Edmund Dolan—
In..... 5 4 6 5 6 5 6 6 5—49—103
W. P. Long—
In..... 6 5 6 5 6 5 5 5 6—49— 98
J. J. Martin—
In..... 6 6 6 6 5 6 5 5 5—50—102
win at the short 11th. Commissioner Long carried the load for his side winning four holes, but he was not quite capable of holding the pace set by Mayor Curley during the incoming round.

Curley-Dolan Team Off to Good Start

The Curley-Dolan team went out in front at the first hole when the Mayor snared a 5 but Commissioner Long squared the match at the 2d

hole and then came through with another win at the long 3d, which put his team 1 up. After they had all taken 4's at the short 4th, Mayor Curley and Commissioner Long halved the 5th but the Long-Martin combination went to 2 up, when the Commissioner connected with two great shots going to the tough 6th and won the hole with a 5.

Mayor Curley was forced to carry on alone, going to the 7th and 8th where he managed to get halves but Treasurer Dolan did his bit at the short 9th when he held off his opponents, with the Mayor out of the hole, having hooked his tee shot into the woods.

The Mayor began to hit his stride after the turn, for he was home with a drive and an iron at the 10th to win the hole with a 4 and when he slipped a peg at the 11th, Dolan came through with a 4 which was good for a win and the match was all even.

All Had Trouble at Pond Hole

They had all encountered trouble at the pond hole, three of them going overboard, and wound up with 5's. Mayor Curley dropped a nice

TRANSCRIPT

4/17/31

Compromise May Be on El Market Price

Minimum Represented by the
Average Stock Value Will Be
Suggested to Owners

To Meet Within Week

Difficulty of Obtaining Fair
Average, However, Thought
to Stand in Way

By Richard D. Grant

A move is under way to bring about a compromise with stockholders of the Boston Elevated Railway on the bill extending public control for twenty-eight years, which representatives of the owners of the road have refused to accept on the ground that it might destroy their capital investment. Sometime between today and the first of next week, members of the Legislature responsible for steering the measure expect to confer with Frederic E. Snow, representing the Elevated directors; H. Ware Barnum, general counsel for the system, and other officials, and will suggest modification of Section 17 of the bill, which places the responsibility for deficits incurred under the public trustees directly upon the common stockholders.

The plan most favored is said to be to establish a minimum figure, below which the State could not go, in deducting from the purchase price of the common stock, amounts put in by the cities and towns of the metropolitan district. This figure would be based on the average market price of the stock over a period of twelve to fifteen years.

Those who see in such a plan a possible way out of the difficulty declare that an average stock price would be a reliable gauge of value, rather than taking the price at any one particular time. During the last twelve years, which includes practically the whole period of public control, they point out, the stock of the Elevated has risen on the exchange from \$27 a share to \$76. An average based on these prices would be about \$60, considering the up and down fluctuations in the meantime. The proponents of the compromise idea would take this price as a minimum and \$105 as a maximum and place them in the bill.

Idea Already Criticized

Already, however, discussion of the idea has evoked criticism from members of the Legislature and others, who maintain that it is one of the most difficult problems to arrive at an average price

that would be truly representative of value and fair to all parties.

The low price of \$27 in 1918 was abnormal, they argue, because the Elevated was in its poorest financial and operating condition. The stock had declined from around \$100 in 1916 to a mere fraction of that price coincidentally with the entrance of the United States into the World War as an active participant. Any price subsequent to passage of the public control act, it is contended, is also an unworthy gauge because, immediately after it was assured that the State's credit would be behind the Elevated, there was not a share of stock to be had at \$27 or anywhere near it. Even now, it is being held up by the public confidence.

To go back before the war, taking a period prior to 1914 they claim, is equally unsound. Conditions affecting operation were altogether different from those today. To begin with, there were only a few automobiles. More people patronized the street cars. Then there was a five-cent fare. Labor conditions were not the same; wages were lower. The whole trouble is that there is no common basis on which to figure. And the future, under continued public control or prospective public purchase of the El, they feel, can be no better.

Those who agree with Governor Ely that the Elevated owners ought to take the new bill as it is, cite the moral force of public opinion as a means which would compel the public trustees to use their best efforts. If the road was being grossly mismanaged, they say, the public would demand that the governor remove the trustees. Those who are strongest against public ownership would also be heard from in such event because bad management under public control would be one of the strongest arguments in favor of the taking over of the property by the people themselves.

AMERICAN 4/17/31

MAYOR CURLEY OFF TO CHICAGO

Mayor Curley left Boston at 12:30 p. m. today for Chicago, where he will be a guest over the week-end holiday in the family of Miss Loretta Bremmer, fiancée of the late James M. Curley, Jr.

The mayor's daughter, Mary, has been a guest since last Saturday of Miss Bremmer, who was her classmate in Sacred Heart College in New York.

This morning the Mayor paid a flying visit to City Hall to sign letters and payrolls, then hastened to the Church of Our Lady of Lourdes in Jamaica Plain, where, at 10:30 his son, George Curley, 12, was confirmed by Bishop John B. Peterson.

Accompanying the mayor as far as Albany was his secretary, Cornelius A. Reardon, who went part way on the journey to aid in cleaning up some necessary detail work of the city. Reardon was to leave the train in Albany and return to Boston.

The mayor is expected back Tuesday.

MAYOR CURLEY OPENING FRANKLIN PARK COURSE



Mayor Curley at end of swing.

Franklin Park is now open to the public and Mayor Curley, Park Commissioners William P. Long and John J. Martin and Edmund P. Dolan, city treasurer, inaugurated the season with a four-ball match yesterday.

The mayor and Dolan defeated the commissioners by 3 and 1 and the chief executive was the low with an individual ball of 94.

They found the course in excellent condition and in splendid shape to stand the tremendous traffic which it will have to bear this summer.

Following are the cards:

Mayor Curley:
Out..... 5 6 7 4 6 6 6 6 5—51
Edmund Dolan:
Out..... 6 6 7 4 7 7 7 6 4—54
W. P. Long:
Out..... 7 5 6 5 6 5 6 6 4—49
J. J. Martin:
Out..... 6 6 6 4 7 7 6 6 4—52
Mayor Curley:
In..... 4 5 6 4 5 4 6 4 5—43—94
Edmund Dolan:
In..... 5 4 6 5 6 5 6 6 6—49—103
W. P. Long:
In..... 6 5 6 5 6 5 5 5 6—49—98
J. J. Martin:
In..... 6 6 6 6 5 6 5 5 5—50—102

BANKS HOLD UP ANY MORE CASH FOR FALL RIVER

Demand New Finance Board Member Win Their Approval---Only Money for Two Weeks

BY ROBERT L. NORTON

FALL RIVER, April 17—The Boston Clearing House Banks have refused point blank to loan any more money to this bankrupt city unless the third member of the State Finance Commission, to be named by Governor Ely, meets with their approval.

There is only enough money in the treasury now to meet the expense of the city for two weeks.

A bitter row is in progress between various political and financial groups over the choice of the third member.

The Governor is also handicapped in his selection by the conditions surrounding the appointment. It is difficult to get a high grade man for the job when several thousands of city employees are complaining over a 20 per cent cut in their salaries. Obviously, the man who takes the job is not likely to be popular with the neighbors, yet the law creating the commission specifically provides that one of the members be a citizen of Fall River.

The two members of the commission at present are Chairman Frank J. Donahue of the Democratic State committee and James Jackson, former State treasurer and a Boston banker. The Governor's Council recently refused to confirm the nomination of Thomas B. Bassett of Fall River.

Hub Bankers Loan Million

Up to the present a syndicate of Boston bankers has advanced about a million dollars and the local banks have taken some \$800,000 worth of notes.

With the police and school teachers threatening to test out the legality of their salary cuts before the courts the difficulties of the commission are increased. And Commissioner Jackson, who is acting as chief surgeon, having already performed one major operation, is planning to lop off another \$500,000 in next year's budget and fire 150 more teachers. He is satisfied that with a \$40 tax rate it will be impossible to attract any new industries to the city. In his judgment there will be no incentive for industries to locate in the

city until the tax rate is at least \$30.

Tax Abatement Racket

Another situation to which Jackson is turning his attention is what he refers to as "racketeering" on tax abatements. There were some \$18,000,000 in tax abatements last year, many of which were ordered by the courts, but others he charges "were put over through favoritism." Two prominent local attorneys are reported to have made a clean-up on this business.

The experiment which the State is making in arbitrarily taking over municipal finance in Fall River is being watched with the keenest interest by hundreds of other cities in the country in which nearly similar conditions prevail. Many other cities are tottering on the verge of bankruptcy as the result of waste, inefficiency and the looting of crooked politicians. When the State commission took over Fall River, for instance, it found the people living on a budget of \$7,300,000, with total revenues only of \$6,384,000.

Sees More Cities in Line

As an upshot of the experience with Fall River it is predicted by Jackson that the State will exercise further authority in the case of other Massachusetts cities.

"The course pursued in Fall River," he says, "marks the beginning of a definite recognition by the State that action must be taken by the State to remedy conditions in the municipalities. There should be a system of uniform accounting under the control of that extremely able man, Theodore Waddell, head of the State division of accounts.

"I do not believe in State control of municipalities. Conditions vary in different cities, but certainly a system of unit costs can be arrived at in such functions as health, education, streets and care of institutional buildings.

Good Medicine

"The State already exercises some supervision in creating a law providing that cities can only borrow up to 2½ per cent of the average valuation of three successive years.

"It is very often good medicine for people to get in trouble and call in a doctor in time.

"People are demanding more of government than ever before. For instance, four youngsters with bad teeth

were brought in my office the other day by their mother. She could not afford to have their teeth fixed and expected the city to do it.

The case was taken care of by a private agency, but it did raise the question whether it was the function of government or of society to take care of the teeth of these children.

"Curley Mistaken"

"There is no better example of mistaken ideas of operating a municipality than those exemplified by Mayor Curley of Boston with his demand for huge appropriations for various improvements. For instance, in defending his position, he spoke the other night of the Louisiana purchase made by Jefferson and how this later enriched the country a thousandfold. It is true that this was an asset built up by the country. But there is a great

difference between building up a liability and building up an asset. The whole appeal of Mr. Curley is to expand liabilities, not assets.

"It is my opinion that other cities living beyond their income in this State will get into the same difficulties as Fall River. Unless this period of depression with its consequent additional burdens ends soon there is great danger of the State stepping into other cities. Every other State is facing the same conditions and New Jersey is already making a study of our operations in Fall River. But by comparison we don't know here what depression is. Take Chicago, for instance, where they were forced to pay their school teachers in scrip."

Discussing the difficulty of getting a citizen from Fall River for the commission Jackson said:

"No man can live in a community and do what we have done. The situation required the most drastic surgery. When many people came out of the ether we administered they found that they had lost their sustenance. Every group believes every other group should be cut except their own."

"We have a fine group of men in the Mayor and the city government supporting us, but I doubt very much if they will be re-elected. Naturally, they are unpopular. Only a group of outside surgeons can successfully operate on this job."

Saving \$2000 a Day

The commission through its economies is saving on the basis of the present budget over \$2000 a day. All sorts of luxuries have been cut out such as doctors, nurses, page boys in the libraries and fads and fancies in the schools. The care of maternity cases has been turned over to privately conducted social service organizations.

The city has witnessed some pick-up in industry. For instance, the American Printing Company has reopened its mills and put 2100 people to work. This dropped 500 people from the poor relief fund. The mill hands took a 10 per cent cut with a promise that there would be a readjustment of wages in August. This arrangement was negotiated by Jackson.

Of course, with 2100 city employees taking a cut of 20 per cent there is a loud howl of protest. The police claim it is illegal since they may be called upon for duty anywhere in the State. They now receive \$4.40 a day as against the old wage of \$5.50 a day. The day laborer who formerly received \$5 now gets \$4 a day.

With a population of 115,000 people, 2700 have been receiving poor relief at a cost of \$800,000 as against \$500,000 last year. Many of the mills are abandoned and will never come back. Mayor Sullivan says the city will give anyone a mill who will agree to operate it and will also charge off back taxes.

'Real Estate Valuations High Only in Isolated Cases'—Curley

Replies to Heard on Taxation Methods and Charges Property "Interests" Failed to Aid Him—Increases in Land Awards Cited

Instances of excessive real estate valuations by Boston assessors, as cited by John Heard, Boston trustee, in an article in yesterday's Boston Herald, are "isolated" cases, declared Mayor Curley in a statement yesterday replying to Mr. Heard's criticism of Boston taxation methods.

Concerning Mr. Heard's criticism of the rising cost of government in Boston, the mayor replies that the city has always lived within its income, and that while the real estate interests of the city have persisted "in their cry for relief," from increasing taxes, they have failed "to give a helping hand in my attempts to relieve the burden on real estate."

The mayor, in his statement, said:

In an article appearing in the morning press sponsored by John Heard, he takes issue with the mayor of Boston in his use of the words "real estate racketeering." In support of his article he makes reference to certain isolated cases where real estate assessments, he claims, are in excess of the real value of these properties. In a city the size of the city of Boston there may be cases during times of business depression wherein the sale value may be less than the assessed value, while in other parts of the city the sale value of property may be in excess of the assessed value.

MAY PRESENT GRIEVANCES

Real estate as an investment is susceptible to the same economic conditions that affect all business activities. The assessors attempt to fix the fair cash valuation in accordance with law, and in practice follow a declining market just as they follow behind and do not lead a rising market. Any taxpayer who feels that he is aggrieved by the value of his property as placed by the board of assessors has an adequate remedy by law to ask for an abatement of that assessment. The board of assessors has in many instances granted abatement where they were of the opinion that such abatements should be given.

The principal point made by me in my statement concerning real estate racketeering was carefully avoided by Mr. Heard in his article. I made the complaint that certain real estate experts, when appearing in court in land damage cases as experts, testified that the award made by the board of street commissioners was too meagre, even though these awards in many cases were approximately 25 per cent. in excess of the assessed value, while these same real estate experts, when testifying in cases concerning abatements of taxes, testify that the valuation established by the board of assessors were altogether too high.

In many cases these real estate experts have testified that in their

opinion the real value of property taken by the city is 100 per cent. or more in excess of the value fixed by the assessors. As a result of the testimony and opinions of these real estate experts, juries have increased the awards made by the city in land damage cases to an amount 100 per cent. and more in excess of the valuations placed on these properties by the board of assessors.

SEES ISSUE AVOIDED

Another "real estate racket" that Mr. Heard carefully avoided in his statement was the "racket" indulged in by certain real estate experts who have agreed with certain large interests to obtain for them substantial abatements of their taxes on a contingent fee basis. These experts have sought abatements in sums involving many millions of dollars of abatements in a single case.

Mr. Heard stated that the plight of Chicago and Fall River was attributable not so much to the abatement of taxes as it was to expenditures made by these municipalities. This statement is directly contrary to the established facts of the situation as published by the Chicago civic committee and by Finance Commissioner James Jackson, appointed by the Governor, for Fall River. The civic committee of Chicago publicly broadcast the statement that the principal trouble with Chicago's finances was the racketeering in abatements. Mr. Jackson, in an address recently made in Lowell, Mass., stated that Fall River's principal trouble was the result of racketeering in abatements.

Mr. Heard makes the point that cities, like individuals, must live within their income and not spend their capital. Boston is a splendid example of a municipality that has followed this practice and has always lived within its income.

The cry has always been made by real estate interests that municipalities must curtail their expenditures, that improvements must not be

made, and that salaries must be cut. Would these same real estate experts expect the municipality to remain stagnant by not making necessary and essential improvements for the well being of the people and which improvements, if not made, would vitally effect the real estate values throughout the city in many cases? Indeed, many real estate experts have sponsored these necessary improvements and have appeared before legislative committees recommending them. In one instance the banking, commercial, and real estate interests together with civic organizations, appeared before a legislative committee and indorsed the city's program for an

expenditure of approximately \$11,000,000, in connection with highway improvements proposed. These proponents of this legislation cited the necessity for the improvements because of the effect on their investments and real estate values.

Mr. Heard makes the further point that the tax rate has increased 72 per cent. since 1915. He evidently forgets that all government expenditures have increased approximately this amount and more, due to the economic conditions resulting from the world war, which affected not only governments but industry and individuals as well. I have attempted to relieve this burden on real estate by recommending that a portion of the gasoline tax be returned to the cities and towns and also suggested an increase in the income tax for the same purpose. Neither of these suggestions of mine received the active support of the real estate interests of this city.

The real estate interests of this city persist in their cry for relief for real estate but up to the present moment these interests have failed to give a helping hand in my attempts to relieve the burden on real estate. I would suggest that Mr. Heard lead the movement to eliminate this evil of "real estate racketeering" in this city.

McGRATH IS MAYOR IN CURLEY'S ABSENCE

During the absence of Mayor Curley in Chicago over the week-end, Acting Mayor Joseph McGrath will fill all mayoral engagements. He will participate in the official Patriots' day exercises.

The mayor expects to be back at his desk Tuesday. During his stay in Chicago he will make a careful study of the city's experiment with an elevated highway.

AMERICAN 4/18/31

Curley Asked to Lift Football Ban

The City of Boston Hotel Men's Association in a letter to Mayor Curley today asks him to reconsider his refusal to permit Dartmouth and Stanford to play at the Harvard Stadium next fall.

The association says in its opinion Boston could have two major games on one day without financial detriment to either, and the hotels need such "big days" to average up on lean periods. Mayor Curley banned the Dartmouth game on the ground it would curtail attendance at the Boston College-Holy Cross game the same day.

POST 4/18/31

Air Maneuvres over Boston in May and June

Secretary of War Patrick J. Hurley notified Mayor Curley yesterday that the Air Corps maneuvers scheduled for May and June would be held as scheduled despite objections from a number of sources based on the charge the huge fleet would create an unbearable din, particularly bothering the sick in hospitals and homes.

Snow Favors Study of New El Stock Plan

Believes Proposal for Lower Preferred Dividends "Prac- tical Suggestion"

By Richard D. Grant

Introduction of another alternative for settlement of the controversy over the management of the Boston Elevated Railway on the basis of continued public control, is expected to put a new face on matters when conferences begin next week, between members of the Legislature and the private owners, particularly in view of the attitude of Frederic E. Snow, counsel for the railway directors, who regards the latest plan as "a very practical suggestion which should be given further careful consideration."

This new proposal would involve reduction in the amount of the dividends paid on the preferred stock as at present constituted, or the turning in of the shares so that they might be reissued at a lower rate of dividend. Something would have to be done, of course, to lower the dividend rate on the common stock also, so as to maintain the proper ratio between the two and other details appear none too workable at first glance, but nevertheless the idea is certain to be given serious thought before being discarded.

Naturally, it would be an essential part of such an arrangement to obtain the consent of the stockholders, but supporters of the plan believe its application would result in savings sufficient to take up deficits in operation like the one the railway is facing this year.

In the face of strong sentiment in the Legislature to be done with the Elevated bill this year by turning the property back to private operation and Governor Ely's own expressed wish for action, the stockholders may consider it to their advantage to agree to such a general reduction in dividends, especially if guaranteed returns over a period of twenty years or more. A long-term investment would dispose of their present worries and a reasonable view of the proposition would be that it would be better to take the lower returns and have the Commonwealth continue to guarantee them than to have the threats of public ownership and the termination of the contract cropping up constantly.

The entrance of Mayor James M. Curley into the situation added still another complication, although one to be considered chiefly as a political tangent. The mayor came out strongly for public ownership and some believe, will be in a position to hold Governor Ely to account in case the Legislature takes his latest advice and gives notice to terminate the 1918 contract. Those who know the mayor, or well, already are seeing visions of his candidacy for the Democratic nomination against Mr. Ely in 1932 and there is not much doubt that return to private management, with the possibility of increased fares, would make excellent campaign material in Metropolitan Boston where Governor Ely would have to get a lot of votes to defeat Mr. Curley even without such an issue.

Could Reissue Stock

Getting back to the matter of reducing preferred dividends, it would be easier, no doubt, to have the stockholders vote for a reissue than to simply reduce the dividends on existing certificates. Mr. Snow agrees that a practical solution of this kind might be worked out and Representative Albert F. Bigelow, acting chairman of the Ways and Means Committee, is interested in its possibilities also.

There are a great number of small stockholders, holding preferred of the three classes, who would have to be convinced that the idea was right, but it is Mr. Snow's opinion that "a very large percentage" of them would be likely to follow the recommendations of the directors; possibly a percentage large enough to permit the working out of a practical solution along that line. As in the present bill, a provision could be included to allow the non-assenting stockholders to have the courts establish the price they should receive.

Some discussion of this matter took place at the ways and means hearing, after Mr. Snow had dealt a severe blow to the twenty-eight-year control bill by refusing to discuss its terms at all. Mr. Bigelow asked him whether, if the preferred dividends should be cut to 5 per cent, it might not be possible to reduce the common as low as 4½ per cent, and Mr. Snow answered that it depended altogether on what the other provisions of the bill might be and the probable security of the principal.

Some members of the Legislature have voiced the opinion that, in threatening to return the road if the El people do not accept this year's bill as it is, Governor Ely is simply trying to clear the decks in the hope of bringing about more favorable terms of public control. Once the 1918 contract is broken, by giving the 1918 contract is broken, by giving notice, unless the Elevated company makes up its mind to go on its own, the Metropolitan District will have all the best of the argument. That the governor has intended all along to insist that the stockholders pay for outstanding deficits if and when the public purchase option is exercised, is clearly shown by that part of his inaugural message bearing on the Elevated.

"In view of the fact that under the present arrangement or any continuance of it the public are financing a return to the stockholders and making up losses in operation out of the public treasury," he said, "any extended control should have provision for acquisition of the assets of the company at a stated valuation, which should take into account such amounts as may be paid from the public treasury by way of deficiencies from operation."

Think 28-Year Bill Better

Supporters of House 1515, which is the bill for twenty-eight-year control reported by the Committee on Municipal Affairs, declare that the latest plan, embodying reduction of the preferred dividends by one means or another, would not approach within \$100,000 the savings capable of being effected under the reported bill.

The only flaw here is that the plan of substituting bonds for stock, provided in 1915, giving an exemption of \$250,000 from income taxation, brought about by the provision of the income tax law which allows the deduction of interest on indebtedness, and other economies totaling \$469,000 a year, would not be available for some time. As H. Ware Barnum, general counsel for the Elevated, and Representative George A. Gilman, House chairman of the committee which drew the bill, declared, it constitutes an actual

saving, but the benefits would not appear during this generation.

Political considerations make it imperative that something be done that will be apparent at once and the reduced dividend argument looks like the next best proposition, unless the Elevated stockholders and the public can agree to split between them the amount of whatever deficits may arise. This, however, is regarded as a compromise of principle to which Governor Ely, on the basis of what he has said already, would not listen.

Must Satisfy Preferred Holders

The suggestion that the preferred stockholders accept lower dividend rates will require a great amount of threshing out on its own merits, before the proposal to cut the common below five per cent is touched. It is pointed out that there are more than \$16,000,000 worth of preferred and second preferred shares on which a seven per cent dividend now has to be passed before anything can be paid to the holders of first preferred, which includes \$6,400,000 at eight per cent. The second preferred stock figures change frequently, but are listed at present at \$13,183,450 and the third, or ordinary preferred, amounts to about \$3,000,000.

Offhand it is not easy to see how the holders of first preferred, in view of these conditions, could be induced to take the same low dividend as the other two classes. It is a matter of record that about \$2,500,000 in seven per cent dividends have to be passed on the latter before a cent can be paid on the first class.

When Governor Ely comes to deal with the Legislature directly on the problem, he may be surprised at the number of Democrats who are willing now to terminate the 1918 control act. They are Boston Democrats too, many of them, and party lines are likely to be thrown to the winds when a vote is taken.

Out of the many arguments that one hears on the subject today came an interesting reply to the charge by Senator James J. Twohig and Mayor Curley that the twenty-eight year bill is not really a public control measure, but a part-purchase bill, because of its provision for the issuance of district and company bonds for retirement of the preferred stock, in exchange for which the metropolitan district would get a certificate of indebtedness paying no interest or dividends and cashable only through liquidation of the company's assets.

A member of the House well acquainted with the financial affairs of the State declared that if this constitutes public purchase, then the State already owns part of a couple of railroads. The report of the treasurer and receiver-general of the Commonwealth for 1930, he pointed out, lists on page 16 as items carried in the sinking fund \$5,000,000 in four per cent bonds of the Fitchburg Railroad, maturing Feb. 1, 1937, and \$5,000,000 in three per cent Boston & Maine bonds, which run to July 1, 1950.

These securities were turned over to the State in payment for the construction of the Hoosac Tunnel and the Troy & Greenfield Railroad Company years ago. They were placed in the sinking fund at par by Legislative authority more than a generation ago, during the administration as governor of the late W. Murray Crane.

Globe 4/18/31

TRANSCRIPT 4/18/31

Globe 4/18/31

SAYS COUNCIL DID NOT SNUB WOMEN

Pres McGrath Replies to
Mrs Woodbury

Body Went Into Executive Session
and Offended Visitors

Joseph McGrath, president of the Boston City Council, which was criticized yesterday for discourtesy by Mrs Willard Dana Woodbury, president of the Boston Federation of Women's Clubs, last night explained that the alleged "snub" was "much ado about nothing."

In the first place, he pointed out that the 80 federation members who visited the Council Chamber in a body on March 23 had neglected to do what is always customary—notify the president of the City Council of the proposed visit of their delegation.

The reason for this procedure is to give the Council head an opportunity to invite the delegation formally to witness the proceedings from the floor of the chamber instead of being obliged to sit in the gallery.

Councilor McGrath said that this notification was not given him and he did not know the 80 women had visited the Council Chamber until he saw Mrs Woodbury's criticism of the City Council in the afternoon papers.

Mrs Woodbury, speaking at the annual meeting of the federation at the Hotel Statler yesterday, said that 10 minutes after the delegation arrived in the Chamber, the Council retired for more than an hour.

She said that "little birds whispered in our ears that it was not necessary for them to retire any such long time."

Despite what the little birds said, Pres McGrath insisted that the real reason why the Council retired was because it went into executive session as a committee of the whole to discuss an order.

Pres McGrath explained that all orders newly received have to be referred to a committee for recommendation before they can be acted upon by the Council. He said that after the Council meeting opens, the only committee to which orders can be referred is the Council as a whole. Hence when this committee retires into executive session, each and every Councilor is included.

The press is admitted to these sessions, so that the public's interests are protected.

Councilor McGrath concluded by saying he was not angry with the federation; he merely felt that its members were misinformed as to the etiquette of visits and as to the parliamentary procedure in the Council.

Ask Curley to Lift Ban on Football Game

Hotel Men Urge Mayor to Re-
consider Attitude on Dart-
mouth-Stanford Contest

Would Help Business

Say Public Would Crowd
Parks for Two Big Matches
on Same Day

Hotel men of Boston, through Arthur L. Race, president of the City of Boston Hotel Men's Association, have questioned Mayor Curley's action regarding the Dartmouth-Stanford football game scheduled for Boston next fall. They have registered disappointment and surprise at the mayor's step, especially in view of his apparent desire to improve business conditions. They state that with two such major games in the city at one time, much added revenue would be circulated and that neither of the attractions would draw from the other. The hotel men's letter follows:

Dear Mr. Mayor: At a meeting of the executive committee of the City of Boston Hotel Association one of the subjects up for discussion was the possibility of having the Stanford-Dartmouth football game scheduled for Boston next fall.

I was directed to inform your Honor that this association is unanimously in favor of the game being held here for many reasons, as it means considerable revenue to the hotel and business interests.

May we hope for your co-operation and assistance in bringing this about.

In our opinion, the fact that two major games would be played in Boston the same day would not affect the situation adversely as there are more than enough who would attend both games to tax the capacity of the Fenway Park and the Stadium.

In our opinion the city and the hotels need all the business possible to average up on some of the lean periods.

Thanking you for your favorable consideration.

Very truly yours,

GEORGE H. CLARK,

Secretary.

City of Boston Hotel Association.

DENIES CHARGES ON STATE TIRE BUYING

Howard Cites Contract Is
With Chicopee Company

Liberal Discount Given, Highest
Quality Insisted Upon

Chairman Charles P. Howard of the State Commission on Administration and Finance issued a statement yesterday in which he declared that the purchasing agent of the city of Boston had stated at a hearing before the Boston Finance Commission that the State has been purchasing automobile tires of inferior quality "from a firm that was being liquidated in Akron, O., while the city bought at home to help local industry."

Mr Howard declared, "This statement is incorrect." Continuing, the chairman's statement says:

"The State contract for tires in both 1930 and 1931 was awarded to Thomas E. Hogan, Inc. of Boston, for tires manufactured by the Fisk Tire Company of Chicopee Falls, Mass. The next preceding contract was awarded to Firestone Tire and Rubber Company of 141 Brookline av. Boston, for Firestone tires. This company manufactures the fabric for its tires at Fall River and New Bedford.

"The contract in 1930 provided for a discount of 47 percent from the list price on passenger car tires and tubes and 53 percent on truck and bus tires and tubes. The contract in 1931 provided for a discount of 40 percent on Fisk 'Rugged' six-ply passenger car tires, of 43 percent on Fisk truck tires, of 47 percent on Fisk passenger car tubes and of 47.5 percent on Fisk truck tubes. All these contracts have called for first grade tires. Specifications sent to bidders in recent years have stated that 'It is the intention of the Commonwealth to purchase tires and tubes of only the first and best grades of the manufacturer and covered by the manufacturer's standard warrant.' Second grade or second line tires will not be considered."

"During the period from 1928 to 1929, while total tire mileage for cars maintained by the Commonwealth increased 55 percent, the number of tires bought decreased 28 percent and the cost of tires decreased 50 percent. Records of tire mileage kept by the Commonwealth are given full consideration prior to the award of tire contracts."

AMERICAN 4/19/31

Chobiz 4/19/31

CURLEY SCORES EMMERSON FOR REPEAL VETO

Bostonian, on Visit to Chicago, Says Governor Overrode Will of His People

Chicago, April 18—Mayor James M. Curley of Boston does not believe that a governor who disregards a two to one referendum vote cast by his state can be said to represent its people.

He said so today in commenting on the action of Gov. Louis E. Emmerson in vetoing this week the O'Grady-McDermott bill which would have repealed the prohibition laws of Illinois.

The mayor came to Chicago today to be the week-end guest of the John H. Bremner, old family friends, and to inspect Chicago's parkway system and its two-level highway Wacker drive.

SHOULD OBEY PEOPLE

When he was asked his opinion of the Emmerson veto he said:

"A governor who vetoes the expressed will of the people does not represent the people. The governor should follow the will of the people. When he fails to do so he fails as their representative."

"No man is bigger than the people, who put him in office."

Last November's State referendum which asked the expression of the people on repeal of the national and state dry laws rolled up a vote of approximately 1,000,000 in favor of repeal to only 500,000 against it.

The O'Grady-McDemott bill which would have effected State repeal was passed overwhelmingly in the house and by a vote of 26 to 24 in the Senate. The Governor vetoed it on the ground it would result in "nullification" of the federal laws.

RETURNS HERE TOMORROW

The Curley and Bremner families spent February together in Florida. The mayor's eldest son James M. Curley, Jr., died on the eve of his marriage to Mr. Bremner's daughter, Loretta.

In the mayor's party Edward L. Dolan, Boston city treasurer; Col. Thomas Johnson, Leo Curley, the mayor's son and Walter Quinn, business associate of Dolan.

Mayor Curley will return to Boston Monday.

CURLEY CITES LACK OF U. S. DEFENSE

Mayor Sends Telegram to Sojourners' Banquet

Special Dispatch to the Globe

NEW YORK, April 18—At the annual banquet of the National Sojourners held at the Hotel Commodore tonight, Col F. W. Stopford, president of New York chapter and toastmaster, read a telegram from Mayor James M. Curley of Boston in which the latter expressed his concern over the lack of adequate national defense.

The telegram from Mayor Curley follows:

"I am delighted to learn that the National Sojourners intend to hold their 11th annual convention in Boston in June of this year and I can promise that the City will surpass itself in the welcome which it will give you."

"You and I are of the same mind on perhaps the most vital question before the American people today, namely adequate national defense. The situation is most serious. At the present time there are neither officers nor enlisted men at the following garrisoned posts in Massachusetts, Forts Andrews, Heath, Ruckman, Strong, Duval, Revere, Standish and Warren. The total number of men at all regular Army posts and stations in Massachusetts is less than 500."

"A more serious situation has never before been in evidence in the history of our country and unless public opinion crystallizes in favor of adequate national defense the declamation of the Army and Navy will continue until, because of false economy, America may one day be found defenseless."

Post 4/20/31

AMERICAN MAYORS TO SEE FRANCE

**Thirty-Seven Going
May 15—Curley
in Party**

NEW YORK, April 19 (AP)—First citizens of 37 American cities, hosts to Dieudonne Coste and Maurice Bellonte on their good-will tour of the United States, have been in-

vited to be guests of France for the opening of the International Colonial and Overseas Possession Exposition in Paris.

FIVE WEEKS' TRIP

Mayors and their wives were invited to sail from New York on May 15 and return five weeks later. Included on the invitation list were the Mayors of New York, Chicago, Boston, Los Angeles and San Francisco.

"As Coste and Bellonte visited the biggest cities in the country," said Rene Racover, supervisor of the transatlantic flight of the Question Mark last September, "so we are having the biggest cities make the return visit to France. The flight of the intrepid Frenchmen did much to cement the friendship of our peoples, but no gesture of good will should be allowed to die."

The Mayors will formally open the \$250,000 American exhibit, a full-sized reproduction of George Washington's home at Mt. Vernon.

All of the Mayors, Mr. Racover said, have been told of the plan and the majority have signified their intention of accepting the invitation. The Mayors and their wives to whom official invitations have been sent are:

List Invited

James J. Walker, New York city; Anton J. Cermak, Chicago; Harry A. Mackey, Philadelphia; John C. Porter, Los Angeles; John D. Marshall, Cleveland; Victor J. Miller, St. Louis; William F. Broening, Baltimore; James M. Curley, Boston; Angelo J. Rossi, San Francisco; Daniel W. Hoan, Milwaukee; F. Murphy, Detroit; William F. Kunze, Minneapolis; T. Seemes Walmsley, New Orleans; Bryce B. Smith, Kansas City, Mo.; Frank Edwards, Seattle; Reginald H. Sullivan, Indianapolis; W. B. Harrison, Louisville; G. L. Baker, Portland, Ore.; Gerhard Bundlie, St. Paul, Minn.; James L. Key, Atlanta; Benjamin F. Stapleton, Denver; J. Waddy Tate, Dallas; C. M. Chambers, San Antonio; S. W. Overton, Memphis; Richard L. Metcalfe, Omaha; R. B. Marvin, Syracuse, N. Y.; Walter C. Dean, Oklahoma City; J. F. Bright, Richmond, Va.; Walter E. Batterson, Hartford, Conn.; John F. Bowman, Salt Lake City; Frederick W. Donnelly, Trenton, N. J.; R. E. Thomson, El Paso, Tex.; George W. Coan, Jr., Winston-Salem, N. C.; J. H. Bayliss, Pensacola, Fla.; Franklin D. Lane, Phoenix, Ariz.; James P. Pope, Boise City, Okla., and A. P. Gray, Pasco, Wash.

Mayor Curley and his daughter, Miss Mary Curley, sail on the steamer Ile de France, May 15.

The official invitations were mailed yesterday, it was announced by Rene Racover in New York, who came to arrange the Mayors' trip. The Ile de France will bring them all back five weeks later. While on the trip, all expenses will be defrayed by the French authorities, including the Municipal Council of Paris, the Ministry of Public Works, and the exhibition committee.

Mr. Racover said that about 10,000,000 are expected to visit the big exposition, and that the American Mayors will be the advance guard of the army of tourists from the United States.

cont

HERALD 4/19/31

withstanding the fact that the Elevated problem does not lend itself to solution by the employment to the ballot.

NUMBER OF FORMS

To say that the people voted for a continuation of public control is meaningless. The different forms of public control legislation which might be passed are infinite in number. To say that the road is to be returned to the owners is easier than the performance of the fact. Standing in the way of a mere return are the innumerable adjustments which must be made regarding leases of subways, rentals of certain underground structures for part of which the public must continue to be responsible.

Governor square is one example of this type of improvement in which the taxpayers are committed to pay. The 28-year bill, over which the Governor has become aroused and which the owners of the Elevated already have repudiated, is no better than the 1918 act except for one or two features which the stockholders, entrenched as they are, certainly never will surrender.

Mayor Curley's advocacy of public ownership was not surprising. Henry L. Shattuck made an intensive study of it and reached the same conclusion a year ago. Gov. Ely advocated it before election.

Conditions in Boston are such that whether the road goes back to private ownership or public control is continued there is at present public ownership of subways, the extent of which will increase as long as rapid transit increases.

As the years go by and surface transit is supplemented by underground transit the proportion of public-owned system to that of private ownership will continue. Eventually public ownership must be an inevitable fact.

A great deal of the discussion of return of the road to the stockholders last week may be attributed to two distinct sources of propaganda against public ownership, but to allow one's political sentiment about public ownership to influence his judgment on the Elevated question is equivalent to the antics of the ostrich which buries its head in the sand and refuses to believe that the world sees it.

Publicly-owned subways, underpasses and tunnels we have, and nothing is in prospect except publicly-financed rapid transit extensions. Consistency would demand that those who condemn public ownership should be equally vehement in condemning all of these.

Of course, by statute they might declare that all transit lines are highways which should be furnished car riders at public cost and free of charge to the companies using them. Until this is done public ownership is a fact here now, and merely waiting to be acknowledged by its fathers.

COMPROMISE BILL

Representative Albert F. Bigelow of Brookline is believed to be preparing a compromise bill providing for a 10-year extension of control with a reduction in the common stock dividends from 5 to 4½ per cent. and on the three classes of preferred stock from 8, 7 and 7 to 5 per cent. That might be a real public control bill. The pending measure is semi-purchase and semi-control. The deficits could eat up all the stock. Its constitutionality will be challenged.

Private discussion with numerous legislators leaves the impression that the present bill, even with Gov. Ely's approval, cannot be passed. There are too

many Democrats ready to desert his leadership on that single issue if he persists in his efforts to force it through as drafted. The current bill has no chance and neither has the financial responsibility bill reported as a substitute for the compulsory automobile insurance act. Unless radically revised both will be defeated.

The special buildings construction bill, redrafted by the Senate ways and means committee to provide for an appropriation in excess of \$3,000,000, is due to be batted back and forth between the two branches for an indefinite period with prospects of death during the operation.

Although engrossed by the Senate the bill is not acceptable to the House, and its ways and means committee probably will counter with still another draft which will result in sending it back to the Senate in an altogether different form. That is likely to continue indefinitely.

Anyway, it would be a good break for the Governor if he does not get altogether too much of his original demands. The people love a fighter. He can continue to fight for money to relieve unemployment. The people despise a conqueror. That he will become if he gets all he seeks.

HERALD 4/19/31

Hotels Say They Will Suffer By Curley's Action

Mayor Curley's action cancelling the Dartmouth-Stanford football game, scheduled for Boston next fall, has been questioned by the Boston hotel men, by direction of Arthur L. Race, president of the City of Boston Hotel Men's Association.

The hotel men have registered disappointment and surprise at the mayor's step, especially in view of his apparent desire to improve business conditions.

They state that with two such major games in the city at one time, much added revenue would be circulated and that neither of the attractions would draw from the other. The hotel men's letter follows:

Dear Mayor Curley:

At a meeting of the executive committee of the City of Boston Hotel Association one of the subjects up for discussion was the possibility of having the Stanford-Dartmouth football game scheduled for Boston for next fall.

I was directed to inform your honor that this association is unanimously in favor of the game being held here for many reasons, as it means considerable revenue to the hotel and business interests.

May we hope for your co-operation and assistance in bringing this about.

In our opinion, the fact that two major games would be played in Boston the same day would not affect the situation adversely as there are more than enough who would attend both games to tax the capacity of the Fenway park and the stadium.

In our opinion the city and the hotels need all the business possible to average up on some of the lean periods.

Thanking you for your favorable consideration,

Very truly yours,

GEORGE H. CLARK,

Secretary,
City of Boston Hotel Association.

GLOBE 4/19/31

MAYOR CURLEY SEES CHICAGO'S HIGHWAYS

He and Party Are Guests of the John B. Bremners

Boston Executive Rides on Elevated Road, Plays Golf With Host

Special Dispatch to the Globe

CHICAGO, April 18—Mayor James M. Curley of Boston arrived here yesterday morning with his son, Leo, and daughter, Mary, to pay a combination social and business visit. Accompanying him were City Treas. E. L. Dolan, Thomas A. Johnston, the "social chairman of Boston," and Walter Quinn, Boston banker.

While here the Mayor intends to study and survey the elevated highways, harbor and traffic systems of this city.

The Mayor was met at the train by his friends and hosts, Mr and Mrs John B. Bremner of this city, by whom he is being entertained at their residence, 603 Stratford place.

During the early part of the afternoon, the Mayor and his colleagues rode on the elevated highways of the "Loop" district, saw the famed Whacker drive, and surveyed the harbor system of the city.

After seeing part of the traffic highways here, and being told of the Chicago 30-year plan by which Chicago's streets grow with her traffic needs, the Mayor said: "I think that Chicago is to be congratulated on her courage and vision in handling traffic problems. It would seem that our only hope to relieve the congestion in downtown Boston is by extension of our arterial highways. There is no excuse for our not having done so long ago. We have spent \$50,000 toward a highway extension program and have been trying to put it through for 23 years."

The Mayor also conferred with Ernest Graham, Chicago architect, who is a leader in the designing of skyscrapers and an authority on traffic problems. He plans to spend tomorrow morning and early afternoon going over the rest of the Chicago traffic system. Later he is to play golf.

Late this afternoon Mayor Curley played golf with Mr Bremner, the latter's brother, David Bremner, and Rueben Reich. The Mayor and John Bremner won, "as usual," the Mayor making the 18 holes in 91.

CURLEY INSPECTS CHICAGO BOULEVARDS

CHICAGO, April 18 (AP)—Mayor James M. Curley of Boston arrived today to inspect Chicago's boulevard system.

The Mayor was a guest of Mr. and Mrs. John B. Bremner. In his party were Colonel Thomas J. Johnson, Boston's official greeter; Howard L. Dolan, city treasurer; Walter Quinn, broker, and a daughter, Mary Curley.

19 HERALD 4/19/31

FRIENDS OF GOV. ELY BEGINNING TO PREDICT HE'LL NOT RUN IN '32; BUT LURE OF OFFICE IS STRONG

By W. E. MULLINS

Close friends of Gov. Ely already have begun to venture the prediction that he will not be a candidate for re-election next year. The strain and constant pressure to which he has been subjected since he has been in office undeniably have removed the glitter from his exalted position. The fascination of public service is so alluring, however, that he probably would not be sufficiently resolute to resist the opportunity of wielding extensive power and authority.

Pressure invariably is applied to all Governors. Calvin Coolidge had the police strike to harass him. Alvan T. Fuller nearly cracked under the nationwide strife engendered by the Sacco-Vanzetti case. With Gov. Ely, new to public office holding, it has been a succession of relatively minor affairs of state, but the cumulative effect has been equally perplexing.

If the Republican Legislature and the Republican executive council were his sole sources of woe, his occasions for grief would be minute; but in addition to them he has had the constant stream of favor seekers in the Democratic party having access to the executive offices for the first time since before the war when David I. Walsh sat under the golden dome.

To a great extent much of the pressure has been needless. The harassing developments which succeeded the announcement of Capt. George A. Parker's resignation as registrar of motor vehicles could have been avoided had he acted speedily and made the appointment at once. Instead he pursued, much to his sorrow, a course of delay, indecision and wavering which has made him a target for fierce criticism from within the ranks of his own party.

Even the normal number of executive appointments is sufficient to produce dissatisfaction but in addition to them he has had the Fall River commission and two appointments to the bench, one through the resignation of Judge Joseph R. Churchill and the other through the death of Judge Philip J. O'Connell. Each of those appointments was surrounded with bitterness and dissatisfaction from the disappointed candidates.

ANOTHER JUDGESHIP

Now he faces the task of filling the vacancy on the superior court bench created by the tragic and sudden death of Judge John D. McLaughlin. A striking example of the greed associated with the desire for succession to the bench was presented outside his office Friday when a prospective candidate sat there awaiting an opportunity to present his qualifications for the position, with the man he would succeed not yet buried.

Competition for appointment to public

office always has been keen but in no previous administration, according to the greybeards, have so many characters been assassinated in the cold-blooded operations to eliminate from consideration those candidates whose prospects for success seemed bright.

The fine tooth comb has been applied to the private lives of these aspirants in ruthless fashion. The records have been examined back to childhood in several instances in the attempt to discover some incident to disqualify a dangerous contender. Naturally these have left their bitterness behind and unfortunately for the Governor he has been compelled to bear the brunt of the criticism.

The appointments of registrar of motor vehicles and to the existing vacancy on the Fall River commission he may fill this week. With one after another of the contenders for the registrar's office being knocked off in quick succession it seems entirely possible that he may attempt to persuade his secretary, DeWitt C. DeWolf, to step into the breach and accept the berth, thus leaving open the position closest of all to him.

To the Fall River vacancy he may appoint John B. Cummings, son of the late Dr. John W. Cummings of Fall River, who was a power in Democratic politics.

On his secretarial staff the Governor has three acceptable representatives to substitute for him at public functions in DeWolf, Morgan T. Ryan and Frederick J. Dillon, each of whom is capable of delivering a good public address. He also has employed the services of Councillor James H. Brennan of Charlestown and Rep. Leo M. Birmingham of Brighton, while Lt.-Gov. Youngman delivered the greeting of the Commonwealth in his inimitable manner to one assembly Thursday night.

That has led to another source of speculation in the party ranks. If it is the Governor's intention to seek reelection curiosity is aroused concerning the identity of the man he would inferentially invite to run with him for Lieutenant-Governor. Certainly he has not settled on either Treasurer Charles F. Hurley or Auditor Francis X. Hurley as neither of those popular members of his official family, who were elected with him in the November sweep, has been heard of as the Governor's representative at any functions of prominence.

In the Legislature he has encountered numerous difficulties because of the tremendous furore which was loosened in the wave of resentment against impending taxation increases. His highway construction program was raked fore and aft and now he is far from seeing success ahead for his public buildings construction projects now pending before the House again.

In the immediate future he must solve the Boston Elevated situation because of the pledge he has taken to see it to a conclusion during the current session. There also lurk the compulsory automobile insurance measure, the redistricting bill, the financing of the old age assistance act and the railroad transportation puzzle.

On the Elevated situation he has been unusually nimble. Already it has been pointed out that he has been placed on

record for all three proposals: Public ownership, extension of public control and private ownership. In the campaign he was militantly in favor of public ownership, but that he abandoned when the voters refused to follow his leadership. He then took up public control extension, and now he has issued an ultimatum that unless the present bill is accepted by the stockholders he will advocate returning the road to them.

In the solution of all his difficulties he apparently has been without the services of any group of experienced strategists with whom he might discuss the various phases. On appointments he has lacked no amount of freely given advice, but always from selfish interests. Apparently he listens to all this voluntary advice and then does as he personally pleases. And then there has been Mayor Curley constantly on the opposite side in spite of his public protestations that Mr. Ely has been the best Governor in 25 years, a sly dig at David I. Walsh.

INTRICATE PROBLEM

Because of its confusing angles and intricate phases the Elevated problem defies successful solution by the legislators. The fact is that many of them, residing outside the district served by it, are not at all interested in its fate. Legislators from Dudley, Pittsfield, Barnstable and way stations know little about the situation and care less, and yet the system of government gives them the power to determine its fate.

Since the 1918 act was passed, the great obstacle in the way of definite settlement has been due to men in public life, impressed by the fatal consequences to some of the politicians as the result of the 1921 investigation, adopting a hands-off policy in all matters affecting it.

When the act was passed in 1918 it was put over by the most skillful propaganda ever employed in any agitation for passage of legislation in Massachusetts. Every one, it seemed, took part in the big parade that formed behind the bill. Not until after it was passed did the public realize the one-sided nature of the proposition.

The 1918 act not only salvaged a wrecked road for the benefit of the stockholders, but it gave them, by virtue of certain provisions contained in it, an absolute power practically to dictate the terms in all future transactions. The big mistake was that valuation of the road at the time of passage of the act was ignored entirely, with the result that it is almost impossible to ascertain the extent of the benefits conferred on the company by virtue of public control.

As a result, the threat by Gov. Ely to return the road to private management hardly can create any hysteria among the stockholders who are confronted with the spectacle of the return of a modern, good-working traction company after having given to the public what appeared like an excellent prospect for the junk yard.

There are innumerable obstacles in the way of any method adopted as the way out and in fairness to the Governor it may be said that he is the first chief executive, since 1918, to make a gesture toward solving the problem. Two years ago the referendum was enlisted as an expedient to avoid responsibility for any definite measure.

GLOBE 4/20/31

AMERICAN 4/21/31

MAYOR CURLEY VISITS CHICAGO



Mayor Curley in Chicago for week-end visit with Mr and Mrs John B. Bremmer. Miss Loretta Bremmer, daughter of the wealthy Chicago biscuit manufacturer, was engaged to the Mayor's son, James M. Curley Jr. at the time of his death several months ago. Photo Shows, Left to Right—Miss Mary Curley, who greeted her father at the Chicago depot, she having been visiting in Chicago with Loretta Bremmer, her college chum; Mayor Curley, and Mr and Mrs John B. Bremmer

'CHICAGO MODEL CITY OF U. S.,' SAYS CURLEY

PICTURE ON PAGE 15

Mayor Curley returned at City Hall today from Chicago—filled with praises for that city.

"I know of no place in America where the spirit of the pioneer is better exemplified than in Chicago," said the mayor, who spent the holiday week-end there at the home of Miss Loretta Bremmer, fiancée of the late James M. Curley, Jr.

"I wish it were possible to appropriate sufficient money to send department heads of the city and members of the City Council on an inspection trip to Chicago and other cities.

"I rode for 20 miles along the Chicago lake front and passed through parks during the entire distance.

"Of course there has been racketeering, but conditions will adjust themselves.

"They have one police officer for every 680 of population, whereas we in Boston have one for every 387.

"The real trouble with Chicago and with every city in America is the trail of corruption that comes in the wake of the Eighteenth Amendment.

"We talk of deficits in federal and municipal income, yet the government revenue on liquor alone, prior to prohibition, was \$1,000,000,000 a year, and the cities and towns received even more than that from licenses. Boston's income was more than \$1,000,000.

HERALD 4/21/31

CURLEY AMUSED BY YOUNGMAN TALK

Mayor Comments on Gubernatorial Hint

Mayor Curley today, on his return from Chicago, issued a reply to a statement of Lt.-Gov. Youngman at Worcester last Friday night that he, Youngman, would be the next Republican candidate for Governor and that he would have as his Democratic opponent the present chief executive of Boston.

The mayor said:

"Lt.-Gov. Youngman again speaks like a disciple of Don Quixote. His previous political utterance, that he proposed to act as dictator of the Republican party in Massachusetts, is no less amusing than his latest contribution."

CURLEY RECEIVES \$102,385 POLICY

To Accumulate to \$45,000,000 to Care for Poor

Mayor Curley today received from the Metropolitan Life Insurance Company a policy for \$102,385, which is eventually to be allowed to accumulate for the benefit of the needy poor of Boston.

The income from the policy is to go to the Curley children and on the death of the last of the family is to accumulate for 125 years until it will have amounted to \$45,548,527.

The mayor has been advised that the income from this huge amount will run to \$1,821,943 annually, a sufficient sum to care for all the needy poor. He has designated the fund the Mayor James M. Curley fund for the relief of the needy poor of Boston. The policy has been given into the custody of City Treasurer Edmund L. Dolan.

CURLEY AGAINST ELEVATED 'LOOP'

Back from Chicago He Says It Would Not Do Here

Back from a brief trip of inspection of the elevated highway and loop in Chicago, Mayor Curley today stated that he is opposed to its adoption for Boston.

He favors the overhead highway in New York as more adapted to the needs of the Hub.

The mayor expressed himself as well pleased with his trip, during which he said he picked up much information of value.

"Big Bill" Thompson, retiring mayor of Chicago, was one of the many who greeted Boston's chief executive.

Post 4/20/31

MAYOR CURLEY IN CHICAGO



Photo shows Boston's Mayor on his arrival in the Windy City for a week-end visit with Mr. and Mrs. John B. Bremner, whose daughter was engaged to the late son of the Mayor. Left to right are Miss Mary Curley, Mayor Curley, Mrs. Bremner and Mr. Bremner. The latter is a wealthy Chicago biscuit manufacturer.

GLUE 4/20/31

CURLEY TO ATTEND PARIS EXPOSITION

Among 37 U. S. Mayors
Going Abroad in May
International Colonial Display
Attracts Municipal Leaders

Mayor James M. Curley will be one of a group of 37 Mayors of American cities expected to go to Paris for the opening of the International Colonial and Overseas Possession Exposition next month. Mayor Curley's daughter, Mary, will accompany him, it has been announced.

The 37 American Mayors are invited to participate in the exposition by the exhibition committee and the French Line as a return courtesy for the kindnesses of these Mayors to aviators Costes and Bellonte during their goodwill tour of the United States.

Many of the Mayors have accepted the invitations and some of them will be accompanied by their wives.

They will sail from New York on the flagship Ile de France of the French Line and will return to New York five weeks later. All expenses of the trip will be defrayed by the Municipal Council of Paris, the Ministry of Public Works, which promotes tourist trade in France and the exhibition committee. Of the 37 Mayors invited two are from New England, Mayor Curley of Boston and Mayor Walter E. Batterson of Hartford.

The Mayors arrive in New York, according to the present plan, on May 13. Dinners, entertainments and receptions for two days will precede the sailing. A farewell dinner to the Mayors will be given by Jean Tiltier, resident director of the French Line, on the Ile de France just before the sailing.

The group will reach Paris on May 21. They will participate in the opening of the \$150,000 American exhibit, a replica of the George Washington home at Mt Vernon. Later they will tour France as the guests of the French Tour Bureau, visiting the largest cities and points of interest.

GLUE 4/20/31

DAUGHTERS GIVE CITY GRANITE SEAT

Civil War Veterans at
Back Bay Ceremony

With nine Civil War veterans among the large gathering present on the Commonwealth-av mall at Arlington st, yesterday afternoon, the Daughters of Union Veterans officially presented to the city a granite seat in memory of the Civil War veterans.

Mrs Grace E. Dow, past department president of the organization, made the presentation address. She said the organization voted to erect a memorial to the veterans in each city in which the annual conventions were held. She said the vote was taken after the Boston convention had ended, so the State Department decided to place the seat on the mall. She praised Mayor Curley for his interest in the veterans.

City Councillor Laurence Curtis 2d represented the Mayor and accepted the seat for the city. City Councillor Clement E. Norton spoke, as did Lieut Gov William S. Youngman. Addison A. Quinn, department commander, spoke for the Sons of Union Veterans. The invocation was offered by Rev Monte Thornburg of Stoneham.

Mrs Frances W. Marshall, department president of the organization, presided and Fred T. Waugh of Cambridge, cornetist, played "America" and the gathering joined in singing the song.

The Civil War veterans present included James Donnell, last surviving member of Post 147, Winchester; Charles A. S. Troup, George W. Green and J. P. H. Thomas of Boston Post 200; Robert Sweeney of Post 15; Mart Feeny of the same post; Joseph A. Wells, Post 23; Wallace Kenny, Post 68, and Charles A. Brown, Post 88.

The invited guests present included Mrs Lillian Cook, U. S. W. V. Auxiliary; Mrs Cora Baker, department president, Ladies of the G. A. R.; Mrs Minnie Pike, Sons of Veterans Auxiliary, and Mrs George Hines, department president of the Women's Relief Corps.

The seat is at the left of the entrance to the Commonwealth-av mall at Arlington st. It bears the inscription, "In Memory of Our Fathers, The Grand Army of the Republic." A small plate attached to the side announces that the seat was the gift of the Daughters of Union Veterans.

CURLEY ARRIVING IN CHICAGO



(Boston Herald-Associated Press Photo)
Mayor Curley was greeted at the station by his daughter, Mary, who has been visiting her chum, Miss Loretta Bremner. Left to right: Mary Curley, Mayor Curley, Mr. and Mrs. John B. Bremner.

CURLEY TO ATTEND PARIS EXPOSITION

Will Be Among 37 U. S. Mayors
Invited by France

Mayor James M. Curley, and in all probability his daughter, Mary, will be among the 37 mayors of American cities and their wives who were hosts to the French transatlantic fliers, Dieudonne Costes and Maurice Bellonte, on the aviators' Good Will tour of the United States last year, whom the French government have invited to be its guests in return for the hospitality at the opening of the International Colonial and Overseas Possession Exposition in Paris next month.

Rene Racover, who arranged the Costes-Bellonte flight, made announcement concerning the mayors' trip to France at the Ritz-Carlton Hotel, New York, last night. He said that after two days of festivities in New York, the mayors and their wives will sail from New York on the flagship of the French line, Ile de France, on May 15. They will make the return trip on the

same ship, getting them back to New York on June 19.

The other mayors and the cities they represent follow: James J. Walker, New York; Anton J. Cermak, Chicago; Harry A. Mackey, Philadelphia; John C. Porter, Los Angeles; John D. Marshall, Cleveland; Victor J. Miller, St. Louis; William F. Broening, Baltimore; Angelo J. Rossi, San Francisco; Daniel W. Hoan, Milwaukee; F. Murphy, Detroit; William F. Kunze, Minneapolis; T. Semmes Walmsley, New Orleans; Bryce B. Smith, Kansas City; Frank Edwards, Seattle; Reginald H. Sullivan, Indianapolis; W. B. Harrison, Louisville; G. L. Baker, Portland, Ore.; Gerhard Bundlie, St. Paul; James L. Key, Atlanta; Benjamin F. Stapleton, Denver; J. Waddy Tate, Dallas; C. M. Chambers, San Antonio; S. W. Overton, Memphis; Richard L. Metcalfe, Omaha; R. B. Marvin, Syracuse; Walter C. Dean, Oklahoma; J. F. Bright, Richmond; Walter E. Batterson, Hartford; John F. Bowman, Salt Lake City; Frederick W. Donnelly, Trenton; R. E. Thomson, El Paso; George W. Coan, Jr., Winston-Salem, N. C.; J. H. Bayliss, Pensacola; Franklin D. Lane, Phoenix; James P. Pope, Boise City; A. P. Gray, Pasco, Wash.

M. Bascomb Slemph, who was secretary to Calvin Coolidge when he was President, is in charge of the American exhibit, the chief pavillion of which is valued at \$250,000.

CONGRATULATES BOSTON ON ZOO

Franklin Park Ideal Site,
Says Detroit Director

Declaring that he never saw animals or birds in better condition, John T. Millen, director of the Detroit Zoological Garden, yesterday complimented Daniel Harkins, curator of the Franklin Park Zoo, on the appearance of the inmates of the Boston institution. Mr. Millen stopped at the zoo yesterday on his way to Nashua to visit the wild animal farm of John T. Benson.

To a Globe reporter Mr. Millen spoke of the wonderful natural advantages of the Franklin Park Zoo, adding that he wished he could move the land out to Detroit. At his institution much time and thousands of dollars have been spent on building imitations of cliffs, rocky ridges and little hills which were provided by nature herself at Franklin Park. The steep rocky cliffs opposite the Playstead especially interested him and, he pointed out, could be transformed into an enclosure for Rocky Mountain goats, Big Horn and other mountain-dwelling animals at very small expense.

"The greatest needs of the Boston institution," he said in reply to the reporter's question, "are an antelope house and a new monkey house. I don't see how Mr. Harkins manages to keep the monkeys alive in such a building as they have now."

The monkey house referred to by Mr. Millen is the old Round House built originally as temporary quarters. Park Commissioner William P. Long says he intends to build a combined monkey and small mammal house as soon as the city provides sufficient funds. Plans for a small antelope house are now under way.

"You have a fine bird house," Mr. Millen said, "I never saw a more beautiful one. There are, of course, many which cost a great deal more, but I have seen none that are better arranged. Your bear dens are good, too, though I'd personally prefer them if they had moats instead of bars. However, you see I'm prejudiced on that subject."

The Detroit Zoo, Mr. Millen said, is of the barless type. Deep, wide moats replacing the bars. The object is to show the animals in as nearly their natural surroundings as possible. One of the most beautiful features of the zoo is the "African velt," where African elephants, ostriches, zebras and other natives of the Continent wander contentedly in a fenceless enclosure of nearly eight acres. Then there is an African swamp for wading birds and small gazelles.

RECORD 4/20/31

Brilliant Holiday Program

Under promised ideal weather conditions, Greater Boston once again today will celebrate Patriots' Day with fitting ceremonies and brilliant programs, the chief features of which will be re-enactment of the famous rides of Paul Revere and William Dawes, Jr.

Clad in Colonial garb, the pair will trot over the same hallowed course through the cities and towns their famous forebears rode to Lexington. They will be accompanied by a mounted military escort and will make brief stops at each point.

It is the big patriotic day for Greater Boston cities and towns including Arlington, Somerville, Medford, Lexington and Concord.

Military, veteran, civic, fraternal and religious bodies will participate



Mayor James M. Curley, who will start the city of Boston celebration by raising flag at City Hall at 9 a. m.

in the various parades, banquets, balls and patriotic exercises. Hundreds of thousands of persons will line the routes, and attend the impressive ceremonies.

As a prelude to the observance today there were several events which took place yesterday. The outstanding one was the annual banquet at the Copley-Plaza of the Massachusetts State Council, Knights of Columbus, with 1500

present. The chief guests were Cardinal O'Connell, Governor Ely and Mayor Curley.

Another event was presentation by Massachusetts Department Daughters of Union Veterans of the Civil War, of a seat at Commonwealth ave. and Arlington st., as a memorial to the G. A. R.

Memorial services for members were held by the Canadian Club of Boston at Dudley St. Baptist Church, Roxbury, and Revere Post, American Legion, dedicated its new memorial building.

Boston's program will begin with a flag raising by Mayor Curley at 9 a. m. at City Hall. A parade will follow. The route is School st., to Washington st., to Hanover st., to St. Stephen's Church, where the Bullfinch Memorial tablet will be dedicated. The parade then will continue to North sq. by way of Prince st.

North End Citizens' Committee with patriotic groups will assemble at Hanover and Cross sts., North End, at 8:45 for exercises and they will join the city delegation when it arrives there.

At 9:50 Mayor Curley will make an address and start "Paul Revere" on his ride to Lexington. At 10:30 the parade will move to Copps Hill st., where graves will be decorated and exercises will be continued at Commercial st., where a tablet will be unveiled by Veterans of Foreign Wars.

GLOBE 4/20/31

CROSS-ST WIDENING URGED BY CURLEY

Mayor's Comment After Chicago Inspection

He Says Legislature Should Pass Measure Next Year

Special Dispatch to the Globe

CHICAGO, April 19—Mayor Curley of Boston finished the second day of his visit to this city yesterday by completing his tour of inspection of the Chicago traffic system and highway development. This morning he will end his visit to Chicago by meeting, at 9:30, Acting Mayor A. A. Sprague, who will represent the city's new administration during the absence of newly-elected Mayor Cermak.

On the reception committee to meet Mayor Curley also will be Senator J. Hamilton Lewis and Mayor Cermak's private secretary, Henry Sonnenschein.

Yesterday Mayor Curley toured the park systems of this city and Evanston and was much impressed by the system of through streets which are used here. The through streets here are longer along main highways than are those on Boston and make traffic more elastic.

After seeing them the Mayor said: "I am more convinced than ever that Boston's only hope to relieve downtown congestion is by a system of through streets and highway extension of arterial highways. Our salvation would be to widen Cross st. from Haymarket sq through State st., thereby opening up a new thoroughfare to Atlantic av. and to gradually inaugurate a system of through streets as they have here."

This is the plan made up by Boston's city Planning Board, and which has been agitated since 1899. Last year the Legislature refused to pass upon it and it will now have to wait until 1932 before it comes up before them again.

"It should pass next year," said the Mayor, "and should have been passed long ago."

Later in the afternoon, the Mayor went out to Babelink golf course with his host during his stay here, John Bremner, and played another 18 holes of golf, going the full way for a 93 to win. The course is one of the hardest in Illinois. Returning with Mayor Curley to Boston today will be Thomas J. A. Johnson, City Treasurer Edward L. Dolan and W. Walter Quinn, Boston capitalist, all of whom accompanied him on his visit here.

CONRY INVOKES MUSE ON RAID BY HULTMAN

Traffic Chief Understudies
for Modern Longfellow

Demands Reason for Police Head's
Delay in Stating Position

Adopting his own suggestion, that some modern Longfellow should immortalize a Carver-st police raid, led by Police Commissioner Eugene C. Hultman, Traffic Commissioner Joseph A. Conry broke into verse last night in a statement.

The "modern Longfellow's" verse read:

His feet were first in the perilous place
To chop that front door down
His head was bare to the lantern's glare
And the movie's tinsel crown
His nose was first in the kitchen sink
Seeking a sniff of the vanished drink
While men stood by with impatient ink
To tell that story without a blink.

Renews Traffic Dispute

All of which is a result of a dispute over the enforcement of traffic regulations during which Commissioner Hultman declared, "I will not be a party to Mr Conry's buffoonery."

"By that raid," Commissioner Conry said, in his statement, "the commissioner established his title as leader of official buffoonery. No room for controversy about that title."

"He is indeed the Falstaff of polite controversy," Commissioner Conry added, "saying with Jack, 'It is enough that I am the cause of wit in other men.'"

"He should turn to the Book of Proverbs," suggested Commissioner Conry, "and study the line, 'Go to the ant, thou sluggard, consider her ways and be wise.'"

The Conry Statement

The rest of the Conry statement reads:

"Controversy conquers! Indignant public opinion demanded action by the Police Commissioner, who dares not deny."

"The front page of the morning papers bear the confession that the commissioner intends to perform his duty, and will endeavor to enforce the law. Why this long delay?"

"On Monday a week ago he declared he would brook no controversy on this charge of neglect of duty. Then he controverted the facts on the record. The following Thursday at midnight he again protested he would not controvert, even while he planned to annihilate his critics. All night long he walked the floor of his narrow Back Bay lodging. The voting mattress had no appeal for him. He longed for the open shores of Duxbury, with the sands of Demosthenes between his teeth."

"Exhausted after a sleepless night, he left his hired lodging for refuge at police headquarters, there to solace with Swartz. He remained in seclusion, bent on becoming a controvertist. At the edge of noon a paragraph appeared. He had agitated, cogitated and digitated, concluding in a 10 word

statement: 'I will not be a party to Mr Conry's buffoonery.' The literary lustre of the sentence denotes col-lustration. It betrays the finish of laboration. It betrays the barrister who dispenses literary and legal advice through the medium of the Police Commissioner. "The Traffic Commissioner in a recent speech described three great achievements of the Police commis-sioner, who answered in anger, 'buffoonery.' Capable commissioner! Was it the description of the deed or the deed itself which caused the town to convulse at the mention of the event."

HONORS MEMORY OF KNUTE ROCKNE

Boston Notre Dame Club
Joins Others in Tribute

More Than 100 Attend Banquet—
Journalist Gives Address

The Notre Dame Club of Boston joined with all the other clubs throughout the country last night in paying a silent tribute to the memory of the late Knute Rockne at a banquet held last night in the ballroom of the Kenmore Hotel, attended by more than 100 guests. Edward Collins, '02, presided.

Fr Charles O'Donnell, president of the college, spoke at 10:15 over a nation-wide hookup which brought his message on Rockne to all the Notre Dame banquets held as part of the Universal Notre Dame Night. The hotel banquet last night was, as stated on the menu booklet bearing the picture of Rockne, "affectionately dedicated to the memory of our beloved Rockne."

Following the banquet, Bill Cunningham, Boston journalist and guest speaker of the evening, delivered a tribute to Rockne's memory. Thomas Quinn, guest soloist, performed, and there was music by an orchestra. Dancing continued after midnight.

Maurice Cohen headed the committee on arrangements. He was assisted by Joseph A. Gartland Jr., Albert J. Birmingham, Joseph Desmond, and the officers of the club, Charles F. Blunt and Dr James J. Lynch. The list of patrons and patronesses included Mayor James M. Curley, Mr and Mrs James J. Phelan, Mr and Mrs John P. Feeney, Mrs Alvan T. Fuller, Mrs W. F. Handschumacher, Mr and Mrs John F. Fitzgerald, Mr and Mrs Frederick W. Mansfield, Dr and Mrs Edward J. O'Brien and Mr and Mrs Vincent P. Roberts.

MAYOR CURLEY BACK AT DESK

Returns From His Week-
End Trip to Chicago

Fresh from his week-end trip to Chicago, Mayor Curley returned to his desk in City Hall at noon today. He said he found his visit most interesting for it was in 1917 that he was in Chicago the last time. He said that he hoped to be able to provide the necessary funds to send the City Council and heads of departments on an inspection trip to Chicago and other cities.

He said he did not know anywhere in America that the spirit of pioneering was better exemplified. Regarding racketeering, the Mayor said that it developed in the last few years but that conditions would adjust themselves. The location of Chicago, said the Mayor, made it a stopping place for adventurous spirits from the East and West.

Mayor Curley said that in Chicago there was one policeman to 680 inhabitants while in Boston there is one to 387. "The real trouble in Chicago and other cities," said the Mayor, "is the trail of corruption that comes in the wake of the 18th Amendment."

While in Chicago, Mayor Curley spent some time with Ex-Mayor Bill Thompson and the latter escorted him to the train. He said that it was probably as well that Thompson was defeated at the last election for Thompson has declared his intention of devoting the remainder of his life to the Mississippi Valley project.

Last Friday when Mayor Curley went to Chicago, Lieut Gov Youngman declared that he, Youngman, would be a candidate for Governor two years from now and that Curley would not only be his opponent but that he would beat Curley.

Today Mayor Curley said, "Lieut Gov Youngman again speaks like a disciple of Don Quixote. His previous political utterance, namely his proposal to act as dictator of the Republican party in Massachusetts, is no less amusing than his latest contribution."

\$102,285 LIFE INSURANCE POLICY FOR MAYOR CURLEY

Mayor Curley's office was turned into a movie studio early this afternoon, when a battery of sound news reel camera met "set up" their machines in the executive office. The occasion was the delivery to Mayor Curley by P. J. Crafley of the Metropolitan Life Insurance Company of a life insurance policy for \$102,285.

During the lifetime of the Mayor's children, after his death, they will receive the income of the policy, and at the death of the last one the principal will go into a trust for 125 years, amounting to \$45,548,527, and the income from that, \$1,821,943, will provide \$20 a week for 1700 needy families for all time.

GLOBE 4/21/31

"DAWES" IN HISTORIC RIDE FROM ROXBURY

Patriotic Exercises Held at Eliot Sq—Petrocelli Orator Of the Day



FLAG RAISING IN ELIOT SQ. ROXBURY
Dorothy Pieroway, Troop 8, Girl Scouts, and Edward Munzink, Troop 17, Boy Scouts

Led by a motorcycle escort, "William Dawes Jr.," in the person of Sergt Joseph Quinlan of the 110th Cavalry, M. N. G., left Eliot sq. Roxbury, promptly at 10 o'clock yesterday morning to traverse the route once covered by the original Dawes, who warned the Minutemen of the British advance in Lexington and Concord.

Six members of the 110th Cavalry in regulation National Guard uniform followed "Dawes," who was attired in Colonial costume.

More than 1000 persons gathered in

the square cheered as the rider started off.

Exercises held on the balcony of the Norfolk House Center were barely audible to the assemblage in the square below. Amplifiers were provided in other years, but yesterday many of the crowd were unable to hear the orators of the day.

Wolman and Paul Presented

Past Commander Lawrence J. Lewis of Roxbury Post, A. L., chairman of the Patriots' Day committee, presided. There was a concert by the Stevenson

Post, G. A. R., band at the opening. School children took part in a salute to the flag led by Francis X. McLaughlin.

Greetings of the Norfolk House Center were extended by B. Farnham Smith, president. Invocation was by Rev Charles L. Page, first vice chairman of the committee. Henry F. Brennan of the Citizens' Public Celebrations Association brought the greetings of the city of Boston. Mrs Malcolm Duffee sang.

Paul C. Wolman, national commander of the V. F. W., and Richard S. Paul, commander of the American Legion, Department of Massachusetts, were introduced to the throng by Chairman Lewis.

A poem, "William Dawes' Ride," written by Donald Sullivan of Grade 5, Dudley School, was recited by George Dakin. Walter N. Epstein of Boston Latin School gave an historical essay.

Cleary Gives Dispatch

P. Nicholas Petrocelli, former assistant corporation counsel, was the principal speaker. He outlined the part played by Dawes in the struggle for independence.

James F. Cleary, Massachusetts State Guard Veterans' Association, presented a dispatch to the rider. Selections were sung by the Norfolk

Young Men's Association Glee Club. As the rider passed the Mission Church on Tremont st on his way to Brookline the Mission Church Chimes tolled the "Star Spangled Banner."

Assisting Mr Lewis and Rev Mr Page on the committee were R. George Sheldon, second vice chairman; Mrs John H. Glenn and Frederick J. Soule.

After the exercises Norfolk Young Men's Association staged its annual novice road race and the crowd lingered until the runners returned.

Organizations Taking Part

Organizations participating in the exercises were:

Roxbury Post 44, American Legion; Roxbury Historical Society; Mahoney-Roxbury Post 457, Veterans of Foreign Wars; De Normandie Women's Club; Boy Scouts and Girl Scouts of America; Daughters of Union Veterans, Tent 29; Grand Army of the Republic, Posts 2 and 26; John Eliot Chapter, Unitarian Laymen's League; Junior Moose Lodge 43; Massachusetts State Guard Veterans' Association, Unit 1; Mothers' and Home Makers' Club; Mt Pleasant Improvement Association; Norfolk House Center; Norfolk House Mothers' Club; Norfolk Young Men's Association; North American League for Immigrants; Patriot Dames; Roxbury Board of Trade; Roxbury Civic League and Improvement Society; Roxbury Neighborhood House; Roxbury Post 44, American Legion Auxiliary; Roxbury School Center; United Spanish War Veterans, John Riley Camp 53, Roger Wolcott Camp 23, Roxbury Camp 13; Catherine L. Crane Auxiliary 2; Whitten Auxiliary 29; Roger Wolcott Auxiliary 22; Winnemmett Veteran Firemen's Association and Auxiliary Women in Council.

HERALD 4/21/31

MAYOR DUE BACK AT HIS DESK TODAY

Mayor Curley will be back at his desk in City Hall today following a three-day vacation trip to Chicago. He was accompanied by his son and daughter, Leo and Mary, and was the guest of Mr. and Mrs. John B. Bremer there.

Curley Takes Sharp Fling at Youngman

Refers to Him as "Disciple of Don Quixote"—Does Not Deny Candidacy

When Mayor Curley arrived in City Hall today from his visit to Chicago his attention was called to the speech of Lieutenant Governor Youngman at Worcester in which he had declared that his opponent for governor in 1932 would be Mr. Curley and that he would easily defeat him at the polls. The mayor dictated the following comment:

"Youngman again speaks like a disciple of Don Quixote. His previous political utterances, namely, that he proposed to act as dictator of the Republican party in Massachusetts, is no less amusing than his latest contribution."

The mayor made no mention of his reported gubernatorial aspirations, but felt highly amused at what Mr. Youngman had said. It was a matter of a few seconds for him to make the reply as quoted.

Arriving about noon from Chicago, with his daughter Mary, his son Leo, Thomas J. A. Johnson of the Port Authority, and City Treasurer Edmund L. Dolan, the mayor hastened to his office for a two-hour period.

There, he found that three of the largest talking movie firms had installed their elaborate machinery to picture the receipt by the mayor of insurance policies from the Metropolitan Life Insurance Company, which provide that upon his death there will be guaranteed to his surviving children a definite sum each month until the death of his last surviving

child, when the principle, \$102,285, will be turned over to the treasurer of the city of Boston and invested for 125 years. At the end of that period the interest would be devoted to the poor of Boston.

If the principal is invested at the rate of 4½ per cent, compounded annually it would result in a total of \$25,081, and if compounded annually at 5 per cent interest, it would amount to \$45,548. The latter sum if invested at 4 per cent would provide annually for the poor a sum of \$1,821,943. The fund would be known as the "Mayor James M. Curley Fund for the Relief of the Needy People of Boston."

Boston Looks for Lower Grain Rates

To Be Represented at a New York Hearing Before Trunklines Next Friday

Boston is interested in a rate hearing that will be held in New York next Friday before the Trunkline Association. It relates to the movement of export grain to ports on the Atlantic Coast. Port organizations are asking the various trunkline railroads to reduce their rates from Buffalo during the season when the canal is open from Buffalo to New York and the water movement is in progress to Montreal. A. L. O'Toole of the Boston Grain & Flour Exchange, and Frank S. Davis of the Maritime Association of the Boston Chamber of Commerce, will represent Boston at the hearing, joining with representatives from New York, Baltimore and Philadelphia in the petition for lower rail rates. The present rate is 9.1 cents per bushel from Boston and New York, and a differential of .03 cents per bushel less to Baltimore and Philadelphia. It is hoped to induce the railroads to reduce this to six cents a bushel to New York and Boston, with a relative differential to the other ports.

If the Trunkline Association, which represents the railroad in this matter, agrees to the reduction it is believed that it will induce a substantial flow of grain through the port of Boston this summer, over the Boston & Maine and Boston & Albany railroads which have grain elevators here. Up to the year 1916 there was a rate reduction in the summer time by which the railroads offered bids for the grain in competition with the water lines. While the rail movement to New York would be encouraged by such a reduction now, it is believed that the movement to Boston would increase much more, because the handling of the export grain at Boston is cheaper for the railroads in that it involves no lightering.

For a few months Boston has had a taste of the grain business. The grain exports from this port during the first quarter of the year amounted to 1,336,659 bushels, as against only 279,330 bushels during the corresponding period in 1930. But it is well understood that this is only a temporary increase, due to the failure of the Canadian wheat pool and the change in the plan of selling the Canadian grain. The comparison with 1930, moreover, is not a good index because the export business in that period was especially low.

A Hint to a Commissioner

Suggestion is offered to Traffic Commissioner Conry that dignity is to be preferred to doggerel in the conduct of public affairs. It might further be suggested to Mr. Conry that the kind of attacks he is making day after day upon Police Commissioner Hultman are likely to create the impression that if the traffic commissioner feels impelled to resort to "wise-cracks" in order to carry on a controversy he cannot have a very good case. This may be said without expressing an opinion upon the merits of the issue between the two commissioners.

How far Mr. Conry has departed from the point in dispute is shown in his latest outgiving in which half a column of other text follows eight lines of doggerel, but in which there is nowhere direct allusion to the point in dispute. One who had not previously read accounts of the controversy would get no light upon it from this combination of doggerel and invective. He would be in ignorance of the reason, or the excuse, for the attempt of one official of the city of Boston to make another the butt of ridicule.

In the interest of the seemingly and proper conduct of his office it is again suggested to Mr. Conry that calling names and lampooning a fellow official obscures the merits, if any, of the controversy between them, defeats its purpose by tending to create sympathy for the official held up to ridicule, and brings approval only from those who thoughtlessly find pleasure in the substitution of doggerel and the kind of prose that is its cousin for a reasonable regard for the dignity that should go with public station.

Globe 4/21/31

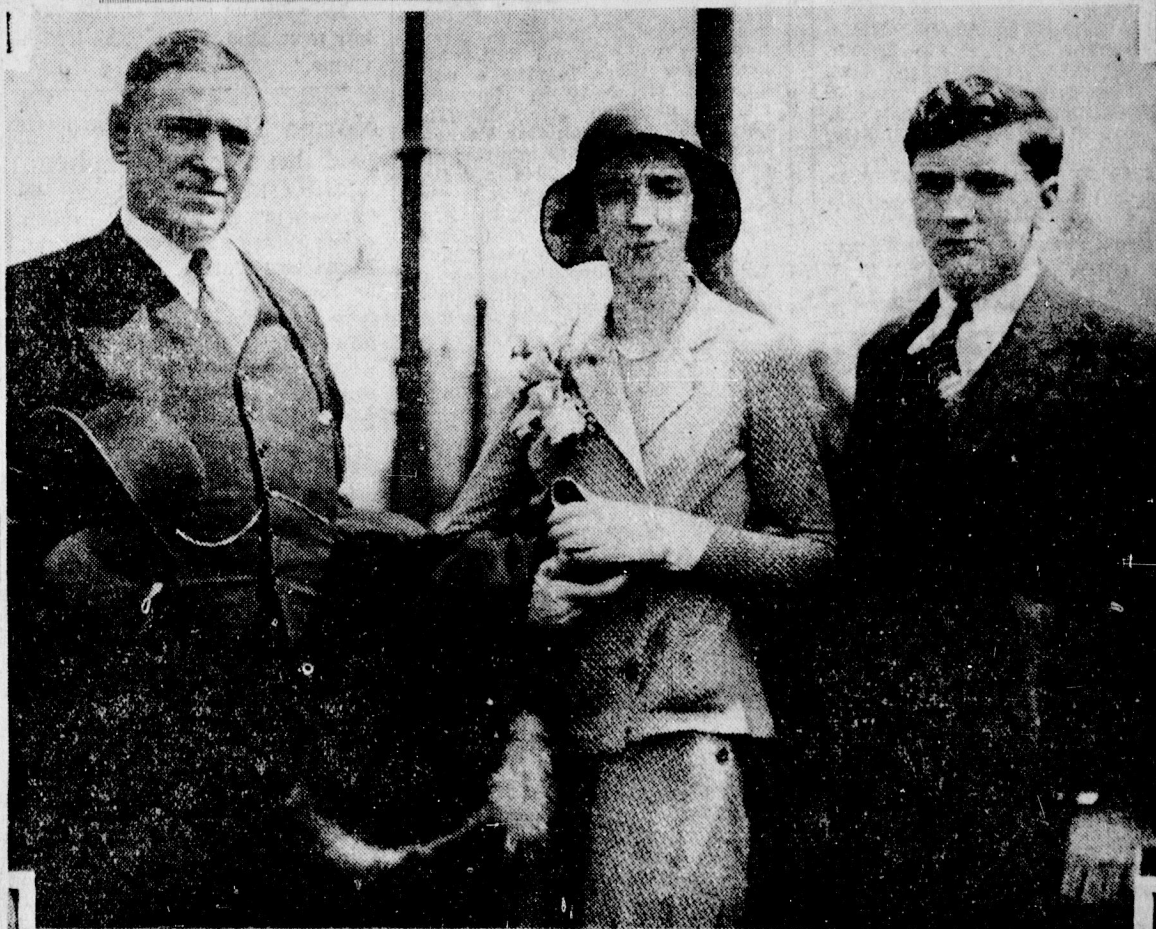
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MAYOR CURLEY BACK---WAS IN CHICAGO



MAYOR CURLEY

MARY CURLEY

LEO CURLEY

Mayor Curley and one of his sons and daughter as they appeared at Trinity Place station on their arrival on the Twentieth Century Limited after a week end visit to Chicago

where they were guests at the home of Miss Loretta Bremner, who was fiancée of James M. Curley, Jr., at the time of his death. (Staff photo.)

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Globe 4/21/31

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AMERICAN 4/21/31

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MAYOR CURLEY

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MARY CURLEY

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LEO CURLEY

GLOBE 4/22/31

HOUSE VOTES AIRPORT FIGURE \$1,250,000

To Be Borrowed by the City for Improvements

Requirement That Only Boston Men be Appointed Police Rejected

The Massachusetts House of Representatives yesterday voted, by rollcall, 122 to 91, to increase the amount the City of Boston may borrow for airport purposes from \$250,000 to \$1,250,000. The additional \$1,000,000 was provided for in an amendment offered by Representative Hearn of East Boston.

In urging the larger sum Mr Hearn explained that Boston must spend a large amount in the extension of the airport to Governors Island. The sum reported by the committee would not permit, he said, a start to be made nor even to care for the important work needed at the present airport. He stated that the work on Governors Island cannot be begun until \$750,000 has been expended on the present airport.

Charges Breach of Faith

It was contended by Mr Hearn that failure to go through with this would be a breach of faith with the Federal Government after the agreement reached by the Government and city. Though the amendment would allow borrowing \$1,250,000 outside the debt limit, the total cost of the project will be around \$3,000,000, the rest to be expended within the debt limit, Mr Hearn declared.

Representative Anderson, chairman of the Committee on Municipal Finance which had reported the smaller sum, urged the amendment. He said that more than 400 planes now land in Boston and the number is rapidly increasing.

Halliwel Opposes

Declaring that there was no necessity for the amendment, Representative Halliwel of New Bedford said that the city's borrowing capacity will be \$4,636,000, but not a cent had been expended on the airport. The committee felt, said he, that if \$250,000 were allowed for filling in the present airport it would have an A1 rating.

"If this is so important," Mr Halliwel went on, "why did not the city put 25 cents in the tax levy and thus get its \$1,000,000." The borrowing outside the debt limit as proposed, he declared, would equal 20 percent of the city's debt. He further declared that had the committee allowed the city the \$31,000,000 it sought, the city next year would have been forced to put nearly \$3,000,000 in its levy to meet the debt.

Representative Prendergast of Charlestown said that Mayor Curley had won a great fight in getting the Governors Island plan through and therefore the Hearn amendment should be adopted.

Wadsworth Sees Big Debt

In opposing the amendment, Representative Wadsworth of Boston said it had been shown how the city's borrowing capacity had been frittered away on unessential things. He declared that Boston has already bor-

HERALD 4/22/31

FIRE DEPT BAND TO GIVE BENEFIT

Concert to Aid Families of Men Who Died on Duty

A benefit concert to aid the families who died on duty during the past year will be given Sunday evening at Symphony hall by the Boston fire department band. Less than a year after the organization of the band by Fire Commissioner Edward F. McLaughlin, the group of 150 musicians is now able to render a high class concert. The band was organized by Commissioner McLaughlin for two reasons, one to improve the morale of the department and the other to furnish an agency for providing funds for the benefit of the families of deceased firemen.

The three firemen who died during the year were George J. Corcoran, John J. Carmody and Michael A. Riley. All three died in the uniform of the department. Corcoran, a youth, who had been a member of the fire department for less than a year, and Riley, a veteran of 33 years, gave their lives in protecting the public.

The board of governors of the Boston Fire Department Band, Inc., are as follows: Mayor James M. Curley, honorary president; Fire Commissioner Edward F. McLaughlin, executive presi-

CURLEY POOR FUND BECOMES REALITY

Receives Policy That Will Pro- vide \$1,821,943 Annually

The "Mayor James M. Curley fund for the relief of the needy poor of Boston" which will amount to \$45,548,527, returning an annual dividend of \$1,821,943, after a lapse of 125 years following the death of the last surviving child of Mayor Curley became a reality yesterday.

In the setting of a movie stage, with a battery of sound cameras and floodlights, the mayor received a policy for \$102,285 from P. J. Craffey, representing the Metropolitan Life Insurance Company.

rowed \$20,000,000 outside the debt limit, is pledged for \$17,000,000 more on the East Boston tunnel and for \$5,000,000 more on the Governor's sq improvement. "It is time the city stopped borrowing," he asserted.

Representative Alexander F. Sullivan of East Boston opposed the amendment. His section was promised a strandway but never received it, he declared. The Representative declared that Mr Hearn was "kidding" the people of East Boston. He said the district does not want any more filling of the airport. "Take the \$1,000,000 and build a strandway," said Mr Sullivan. "East Boston gains nothing from this airport amendment."

In reply Mr Hearn said that the strandway matter is now before the Committee on Ways and Means.

Curley Calls Youngman 'Political Windmill'

A "political windmill" was the characterization of Lt.-Gov. Youngman, made by Mayor Curley yesterday on his return from a week-end trip to Chicago.

Asked to comment on Youngman's assertion at Worcester last Friday that he will oppose and easily defeat Mayor Curley in the gubernatorial contest next year, the mayor laughed, and then commented on the "political windmill" thusly:

"Lt.-Gov. Youngman again speaks like a disciple of Don Quixote. His previous political utterance that he proposed to act as the dictator of the Republican party in Massachusetts is no less amusing than his latest contribution."

dent: Herbert Hickey, executive secretary; Louise Fessenden, vice-president; Russell Codman, Jr., chairman; Court-enay Guild, Mrs. William Lowell Putnam, vice-president; Mrs. Gasper G. Bacon, Mrs. Harold J. Coolidge, Mrs. William A. Gaston, M. Penrose Hallowell, Huntington R. Hardwick, Alexander Steinert, Mrs. Edward Thaw Bentley W. Warren, E. Sohler Welch Joseph W. Woods and Gordon Abbott Jr., treasurer.

The mayor spoke briefly of the purpose of the fund. Following his death his children will receive definite monthly payments based upon an annual interest return of 3 1/2 per cent. of the value of the policy. The city treasurer will hold the policy and following the death of the mayor's last surviving child, the money will be invested and permitted to accumulate for 125 years.

At that time the annual dividend will be sufficient to permit the distribution of \$20 weekly to 1700 needy families.

GLOBE 4/22/31

THANK MAYOR CURLEY FOR MARSHAL APPOINTMENT

Mayor Curley yesterday received the following communication from Charlestown Council, Veterans of All Wars, signed by Andrew J. O'Neill, president, and Daniel A. MacNeill, secretary. The council is comprised of Abraham Lincoln Post No. 11, G. A. R.; Col Fred B. Bogan Camp No. 14, U. S. W. V.; Charlestown Post No. 544, Veterans of Foreign Wars; Ensign Worth Bagley Camp No. 6, U. S. W. V.; Bunker Hill Camp No. 38, U. S. W. V., and Bunker Hill Post, No. 26, American Legion.

"We wish to thank you for the appointment of Joseph F. Stoddard, commander, Abraham Lincoln Post No. 11, G. A. R., to the post of chief marshal of the June 17 parade this year.

"We assure you that Commander Stoddard and the parade will be a credit to Boston. We will assist him in every way possible."

RECORD 4/22/31

HERALD 4/22/31

Just a Happy Twosome



Swingin' in a hammock are Mayor James M. Curley, of Boston, and little Betty Bremner, of Chicago, sister of Loretta Bremner, fiancée of the late James M. Curley, Jr. The mayor was a Chicago week-end guest of the Bremners. (c.) International News Photos, Inc.

FINDS OVERHEAD ROAD A FAILURE

Curley Won't Recommend Chicago Experiment For This City

No proposal of an elevated highway in Boston, patterned after the overhead roadway in Chicago, will meet with the approval of Mayor Curley. He saw enough of the Chicago experiment over the week-end, he said yesterday, to convince him that it has not been a success.

But a suggestion of an elevated road, similar to the traffic artery completed in New York several months ago, may be enthusiastically supported by the mayor. The Chicago overhead road covers the entire street level way, making it necessary to keep it illuminated constantly. There is complaint about dampness and the mayor observed that the principal use of the Chicago roadway is for the storage of automobiles.

He returned so impressed with the progressive civic spirit of Chicago and the faith of its people in the future of their municipality that he voiced regret because statutory obstacles prevent the spending of municipal funds to send the city council and department heads on an educational trip to that city.

"Out there one sees the spirit of the pioneer who typified faith far better exemplified than in any other American city. The people have faith in their city, in themselves, and they are banking heavily on the future," he declared. "Of course, there have been excesses, but they are subject to correction. There has been racketeering in assessments but this situation, which has been particularly bothersome, will be adjusted. Chicago is not only solvent but is in a better position from the standpoint of assets than most any other city in America."

"The geographical position of Chicago makes it impossible to prevent crimes of violence. It is the centre of the country. Adventurous spirits from the East start West and reach Chicago penniless and hungry. Similar adventurous spirits from the West join them. When such persons are broke and desperate they resort to violence, but yet Boston, in comparison with population, maintains twice as many policemen as does Chicago."

"The real trouble in Chicago and in other cities," continues the mayor, "is the trail of corruption which has come in the wake of the 18th amendment. When there is talk about deficits in federal and municipal treasuries, the important fact is overlooked that the revenue lost to the internal revenue department from liquor taxes is more than \$1,000,000,000 per year. The receipts of the cities and towns from liquor licenses, before the 18th amendment was adopted, were greater than that sum."

Post

4/22/31

ASKS COLLEGES TO PLAY SUNDAY

Mayor Curley Suggests That Dartmouth and Stanford Stage Game at Stadium Day After Boston College-Holy Cross Battle---Promises to Give Every Assistance

Believes His Scheme Will Be
Satisfactory Solution to
Present Deadlock

Envoys of Boston College and
Dartmouth to Confer With
Mayor Today

Mayor Curley, on his return from Chicago last night, offered a solution of the big controversy caused over the possibility of the Dartmouth-Stanford football game not being played in Boston in the fall. He suggested that the game might be played in the Harvard Stadium Sunday afternoon, Nov. 29.

This is the day following the scheduled date of the historic Holy

Cross-Boston College encounter, and thus would not conflict with that struggle. If his suggestion should meet approval, he was certain, he said, that both games would be tremendous successes, and that the Stadium would not be big enough to hold all the people who would want to attend the Sunday game.

Should Dartmouth and Stanford and Harvard authorities agree to the idea, such a clash would be the first college football game ever played in New England on a Sunday. Although amateurs and professional teams have met on Sundays in other years, no colleges ever chose the day for a game.

If the colleges concerned agree, the Mayor declared that he would do everything in his power to so boost the contest that there would be no question of a sizable crowd on hand to watch the Green of Hanover fight the Cardinals from the Pacific.

Conference Today

That the idea may actually be accepted was strengthened somewhat by the news, learned last night, that Edward A. McLaughlin, Jr., president of the Boston College Alumni Association, was to confer with the Mayor at City Hall today. It was also learned that Harry R. Heneage, supervisor of athletics at Dartmouth, was in Boston last night. He could not be located, but it was assumed by football followers that his presence here had something to do with the game and it is believed he will also be at City Hall today.

While the suggestion met with general favor among the football men, none of the college leaders consulted last night would talk for publication. It is known that Boston College is in somewhat of a receptive mood, leaning towards giving over their date to the visitors, but, to date, no proposal by the colleges concerned has been put up to them.

There was a possibility last night, it was said, that Boston College and Holy Cross might be willing to give way on the date of Saturday, Nov. 28, and play the game on Sunday, the 29th. In such a case it was believed that Boston College would want the use of the Harvard Stadium for the game.

By the use of the Stadium a far greater crowd would be assured for the game than attends the annual classic because of the greater seating capacity of the Stadium than the ball park where B. C. plays its games. A larger crowd would be welcome by B. C. and H. C. inasmuch as the classic is not only played for sentimental reasons but because it attracts such a throng that the revenue helps in a large measure to support football at both institutions.

AMERICAN 4/22/31

CURLEY HAS HIS LITTLE JOKE

Mayor Curley had a little fun at the expense of the postal department today.

A prominent Bostonian wrote him suggesting that the inspiration now on the front of the new postoffice in Washington, D. C., might be placed on the postoffice which it is planned to erect here.

It reads:

"Messenger of sympathy and love

Servant of parted friends

Consoler of the lonely

Bond of the scattered family

Enlarger of the Common Life."

The mayor laughed at the inscription, commented on the "inefficient" manner in which Washington authorities are handling plans for the postoffice, and wrote his correspondent suggesting that the following would be a better one:

"Vision of an ancient dream
Completed after death of
present generation.

We hail thee as a monument to
national efficiency, initiative,
enterprise and speed in
execution and construction.

AMERICAN 4/22/31

GUARDSMEN FOR BIG AIR SHOW

Mayor Curley called on Gov. Ely in the State House today and requested him to assign a company of national guardsmen to assist Boston police in preserving order during the air maneuvers which are to be held over Dorchester Bay, May 25.

It is estimated that a crowd of 2,000,000 will throng the South Boston Strandway and at other points along that shore line. The Mayor told the Governor that F. Trubee Davison, assistant secretary of war in charge of aeronautics, had phoned that plans for the huge air show are now nearly complete.

A section of the Columbus Park Stadium on the Strandway will be reserved for aviators from all sections of the nation who will come here as guests of the city, Mayor Curley said.

Mayor Invited to First Corps Review

Col. Harry L. Spencer, commander of the First Corps Cadets, called at City Hall today and invited Mayor Curley to review that organization at their annual guard mount on Boston Common on June 5, next. He also presented the Mayor with a picture of himself and officers of the organization at their annual re-

TRANSCRIPT 4/22/31 House Adds Million to Airport Project

Over the protests of Representatives Eliot Wadsworth of Boston, John Halliwell of New Bedford and Alexander F. Sullivan of East Boston, the House of Representatives yesterday voted an amendment to the bill permitting the city of Boston to borrow outside the debt limit for improvements at the Boston Airport, increasing the amount from \$250,000 to \$1,250,000. The lower amount had been recommended by the Committee on Municipal Finance.

Representative William H. Hearn of East Boston proposed the amendment and it was supported also by Representative George P. Anderson of Boston, House chairman of the Municipal Finance Committee. The vote, by roll call, was 122 to 91 in favor of accepting the amendment.

The \$5,000,000 Governor square underground Elevated extension was called "the most foolish piece of legislation ever passed" during the course of the debate by Representative Wadsworth. Representative Hearn pointed out that the city needs more money to extend the airport to Governor's Island and the smaller amount recommended by the committee would not even allow a start to be made there.

Curley Stirred by Postoffice Delay

MAYOR CURLEY, having received a suggestion from a Boston realtor, recently in Washington, that the new Boston post office might well bear the "Messenger of Sympathy and Love" inscription written by the late President Charles W. Eliot of Harvard and revised by the late President Woodrow Wilson and finally placed on the Washington post office, offered the following substitute:

Vision of an ancient dream
Completed after death of
Present generation,
We hail thee as a monument to
National efficiency, initiative,
Enterprise, and speed in
Execution and construction.

POST 4/22/31

MAYOR RETURNS HOME FROM CHICAGO

Home again after the holiday weekend in Chicago, Mayor Curley yesterday returned to his desk at City Hall singing the praises of the "Windy City" and the faith of its people in their municipality.

Chicago's sins he laid to the prohibition amendment and to its geographical location, but its virtues outnumbered its vices in the eyes of Boston's Mayor.

TRAVELER 4/22/31 AIR SHOW TO BE OVER SO. BOSTON

Curley's Idea for Manoeuvres Adopted by Army Heads

The army air manoeuvres, in which over 600 planes will participate during the visit of the army air corps to Boston, May 25, will be held over the Strandway, South Boston, as a result of the acceptance by Assistant Secretary of War F. Trubee Davison of a suggestion by Mayor Curley.

Today the mayor asked Gov. Ely to make at least one company of the national guard available for duty to reinforce the police department in the task of maintaining order among the tremendous throng which is expected to be attracted to the Strandway.

With about three miles of unbroken vantage ground from which to watch the sham battle which will extend for at least 90 minutes, Mayor Curley believes that Boston affords a set-up for the manoeuvres which cannot be equalled in any other city in the country.

Gov. Ely promised all the co-operation and assistance that the police department needs.

POST 4/22/31

\$1,250,000 FOR HUB AIRPORT

House Votes Sum, Despite Committee's Action

On a roll-call vote, 122 to 91, the House yesterday voted to give Mayor Curley authority to borrow \$1,250,000 outside the debt limit for development of the East Boston Airport.

The fight for the bill was led by Representative William H. Hearn of East Boston, who opposed the recommendation of the committee on municipal finance to keep the airport borrowing down to \$250,000. Hearn contended that the cutting of this item, one of the largest in the Mayor's programme for improvements this year, would mean a serious crippling of aviation development at Boston and would also constitute a breach of faith with the federal government, which had offered Governor's Island to the city with the understanding that substantial improvements would be made at the airport.

The members of the committee on municipal finance opposed the Hearn amendment on the ground that the city should take the extra money, if necessary, from its present borrowing capacity inside the debt limit.

TRANSCRIPT 4/23/31

Discussing "Racket" Over Tax Abatements



City's Financial Advisors in Conference

Sitting (Left to Right)—Chairman of the Finance Commission, Frank A. Goodwin; Samuel Silverman, Corporation Counsel; Mayor Curley; Chairman of Board of Assessors Edwin T. Kelley and Assessor Neal Holland
Standing (Left to Right)—Henry J. Daily, Assessor; Joseph P. Lyons, Assistant Corporation Counsel; Charles J. Fox, Member of the Budget Commission, and Rupert S. Carven, City Auditor

CITY ASSESSORS OPEN WAR ON 'TAX RACKETEERS'

MR. DAILY

MR. LYONS

MR. FOX

MR. CARVEN



MR. GOODWIN MR. SILVERMAN

MAYOR CURLEY

MR. KELLEY

MR. HOLLAND

Mayor Curley and the assessors gathered together today to discuss the pleas for \$50,000,000 abatements of taxes on property owned in this city. The mayor characterized the move as a "definite racket," and instructed Corporation Counsel Silverman to prepare to place the matter before the Suffolk County grand jury. Above are the mayor, Frank A. Goodwin, chair-

man of the Finance Commission; Chairman Edward T. Kelley, Neil Holland and Henry L. Daily of the board of assessors, Corporation Counsel Samuel Silverman, Asst. Corp. Counsel Joseph P. Lyons, Budget Commissioner Charles G. Fox and City Auditor Rupert S. Carven. (Staff photo.)

AMERICAN
4/23/31

and that the petitioners are among the largest of Boston property owners. The property involved is not confined to the high-value area in the downtown district, but covers a wide range of the city.

POLITICAL "FIXITS"

It is charged that in addition to lawyers there are many political "fixits" involved in the abatement petitions. They are accused of entering into agreements with property owners under which they will receive a certain percentage of the tax reduction obtained and that the basis of these agreements is the claim of the "fixits" that they possess influence which can be exerted upon the assessors to grant abatements. Some of the so-called political powers are conspicuous in municipal and state political affairs.

The seriousness of the tax situation, aside from the abatement angle, is recognized by all city officials who are concerned with municipal finances. Property owners in the downtown district have been challenging the valuations imposed by the assessors but without achieving success in their efforts to obtain reduced assessment.

GLOBE 4/23/31

TRAFFIC BOARD SESSION SECRET

Conry's Auto Blocked by Double-Line Parker

The Boston Traffic Commission met today. What the meeting was all about will not be made public, as it is understood that those present voted to have no publicity about it.

Joseph A. Conry, chairman, told his secretary to tell the newspapermen that there was no news and that they would have to see Police Commissioner Hultman.

From another source came a report that there was considerable discussion about the statements made by Commissioner Conry. Conry was supposed to have been silenced at the last meeting of the board.

The matter of the report concerning activities of Traffic Engineer John F. Hurley was put over for discussion until the next meeting. William P. Long, chairman of the Park Department, was not present at today's session. Conry, Hultman, Joseph A. Rourke, Public Works Commissioner, and Thomas J. Hurley, chairman of the Street Commissioners, were present.

Commissioner Conry on his departure from the Police Headquarters building was delayed several minutes because of a car parked in double line in front of the building.

He sat silently in the rear while his chauffeur induced a woman occupant of the offending machine to search for the driver.

TRANSCRIPT 4/23/31

Curley Utters Threat Over Abatements

Sees "Racket" in Which Sum of \$150,000,000 Is Involved — Plans to Curb Evil

Tax abatements were again discussed in the office of Mayor Curley today, and at the conclusion of a conference the mayor issued a statement in which he claimed that the "racket" which he sees plainly in evidence would be the subject of a thorough investigation before presenting the disclosures to the district attorney.

That Boston is facing one of the most serious financial problems in its history has been the rumor at City Hall for weeks. Every year there are hundreds of requests for tax abatements, but never before had requests piled up in such volume as during the last six or eight months. Some of the leading business houses of the city have protested that tax assessments for 1930 were far in advance of actual valuations, one corporation in particular asking for a decrease of at least \$3,000,000.

A few days ago the mayor announced that the petitions pending involved property valuations of at least \$150,000,000 and that what investigation had been made indicated a "racket," or a conspiracy among certain lawyers and other men of influence against the best interests of the city. Today this matter was gone into at length by the mayor, the members of the board of assessors, City Auditor Rupert S. Carven, Budget Commissioner Charles J. Fox, Corporation Counsel Samuel Silverman, Assistant Corporation Counsel Joseph P. Lyons and Frank A. Goodwin, chairman of the Finance Commission.

When the conference adjourned the mayor issued the following statement:

"The examination of petitions pending seems to indicate that a definite 'racket' is again in process of development whereby attorneys and other representatives of property owners have entered into a scheme to procure abatements upon a contingent fee basis. As a result of these disclosures the mayor today requested the corporation counsel to designate one of his associates to make a thorough examination of the entire situation and to present to the district attorney all the facts with a view to instituting proceedings before the grand jury to procure indictments for conspiracy and barotry in the case of attorneys and others who have entered into the 'racket' of encouraging these petitions for abatements.

"The tax abatement 'racket' was responsible for the present financial condition of the city of Chicago and to a great extent was the cause of the financial plight of the city of Fall River as recently disclosed by James Jackson, finance commissioner for Fall River. I do not propose to allow this 'racket' to gain a foothold in the city of Boston.

TRAVELER 4/23/31

Mayor Curley to Seek Indictment of 'Racketeers' in Tax Abatements



City officials attending today's conference on tax abatements. Seated, left to right, Frank A. Goodwin, finance commission chairman; Corporation Counsel Samuel Silverman, Mayor Curley, Edward T. Kelly, chairman, board of assessors, and Assessor Neil J. Holland. Standing, left to right, Assessor Henry T. Dailey, Assistant Corporation Counsel Joseph Lyons, Budget Commissioner Charles J. Fox and City Auditor Rupert J. Carven.

Mayor Declares for War Upon Abatement Evil

Mayor Curley made known today that he proposes to ask for the indictment of lawyers, property owners and alleged possessors of political influence in a drastic move to hale racketeering in tax abatements which threaten to undermine the financial structure of the city.

CALLS CONFERENCE

Faced with petitions for abatements of taxes assessed upon property in 1930 valued by the assessors at \$150,000,000, the mayor, after a conference with Chairman Frank A. Goodwin of the finance commission, the board of assessors, Corporation Counsel Samuel Silverman and his principal assistant, Joseph P. Lyons, Auditor Rupert J. Carven and Budget Commissioner Charles J. Fox, issued this statement:

"His honor the mayor called a conference at his office today at which the question of the tax abatements pending before the board of assessors was discussed, and as a result of an investigation of the petitions pending, it was learned that property valued at approximately \$150,000,000 is the subject of petitions for abatement.

"The examination of petitions pending seems to indicate that a definite 'racket' is again in process of development whereby attorneys and other representatives of property owners have entered into a scheme to procure abatements upon a contingent fee basis. As a result of these disclosures, the mayor today requested the corporation counsel to designate one of his associates to make a thorough examination of the entire situation and to present to the district attorney all the facts, with a view to instituting proceedings before the grand jury to procure indictments for conspiracy and barotry in the case of attorneys and others who have entered into the 'racket' of encouraging these petitions for abatements.

"The tax abatement 'racket' was responsible for the present financial condition of the city of Chicago, and to a great extent was the cause of the financial plight of the city of Fall River, as recently disclosed by James Jackson, finance commissioner for Fall River. I do not propose to allow this 'racket' to gain a foothold in the city of Boston.

"The board of assessors, after a thorough examination of the petitions pending, has decided that in most instances they are without merit and propose to reject them, leaving the petitioners to their statutory remedy at law."

\$3,000,000 REDUCTION

Behind the drastic action of Mayor Curley lies the story of about 500 petitions for tax abatements upon the levy of 1930. The largest claim is by a public service corporation, which has asked for a reduction of \$3,000,000 of the valuation assessment of \$8,000,000. At least one other public service corporation is included in the list of petitioners.

Few, if any of the claims, are regarded as legitimate, and investigation by the assessors since April 1, the last day for the filing of petitions, is reported to have disclosed what is considered to be an organized movement to obtain reductions in 1930 tax bills.

It is charged that lawyers have encouraged property owners to seek abatements and have agreed to accept as compensation for legal services a "split" of the reduction obtained in the tax bills. This action, according to city officials who maintain that no legitimate grounds exist for asking abatements, is conspiracy to mulch the city.

It is the claim of officials that to uphold such petitions, faked claims are advanced, evidence of "wash" sales are produced, and that there is deliberate resort to illegal action.

Mayor Curley emphasized that the number of small home owners who have asked abatements is negligible.

CLONIE 4/23/31

TRAFFIC CONTROL ON NORTHERN ARTERY

New System to Make Speed
26 to 31 Miles

The city of Somerville will place in operation early in May the new traffic control system of the Northern Artery, with the opening of the traffic booth at Somerville av, presented to the city of Boston by the Paine Furniture Company. It will be formally presented to the city of Somerville by Mayor James M. Curley and will be accepted by Mayor John J. Murphy of Somerville.

Operation of this improved traffic control system will mark a definite step toward rapid and safe handling of automobile traffic on this, perhaps the most heavily traveled road in New England.

Through the efforts of John F. Knight, Commissioner of Electric Lines and Lights, and with the approval of Mayor Murphy, a new type of controller has been developed, and with the cooperation of the Massachusetts Department of Public Works a speed band has been worked out which will permit traffic movement at a chosen speed between 26 and 31 miles per hour. This speed, which has been arrived at by tests conducted on the Artery, seems to be the natural rate of the average driver on this road.

Some idea of the increase in effectiveness of the new signal system over the old method of handling traffic may be had by comparing the 6 to 15 minutes which it now takes to cover this two-mile artery with the 4.5 minutes in which it will be possible to cover it under the new system.

The reduction in time necessary to travel the artery is accomplished not by increasing speed, which has been such a serious problem and the cause of many accidents, but by so designing the system that vehicles are moved forward at a safe, constant rate with no stops.

The controllers, which are really the heart of the new system, represent the most advanced engineering and design. Contained in each control box are two synchronous motors, driving the 90-second cycle movement and 110-second cycle movement, respectively, the last named including a 20-second pedestrian period, suitable relays including an all-red fire relay, to give right of way to fire apparatus, a manually operated switch mechanism, and a selector switch.

The movements of these controllers are so designed that by a simple momentary change the total time cycle can be increased or decreased in one-second stops to fill any future need.

Mayor Murphy at present is working with the Metropolitan District Commission and the Massachusetts Department of Public Works, in an effort to place a signal at the intersection of the Northern Artery, Mystic av and Fellsway West, and also one at the intersection of Middlesex av, Shore Drive and Fellsway West.

AMERICAN 4/23/31

MISS CURLEY TO GREET PRINCE

PICTURE ON PAGE 3

Prince and Princess Takamatsu of Japan and officials of the Japanese Imperial government, arrive in Boston at 7 p. m. today, to remain here until Saturday night, as part of their tour of the nation.

The Japanese party will be greeted at the South Station by a reception committee headed by Courtenay Guild, honorary consul of Japan in Boston, and other noted Bostonians.

When the Prince and Princess step from the train the latter will be presented a bouquet by Miss Mary Curley, daughter of Mayor Curley, and then the party will be escorted to the Copley-Plaza Hotel, where they will make their headquarters.

On the reception committee will be included Maj. Edward J. Sampson, LaRue Brown and Mrs. Francis E. Slattery, representing Gov. Ely; Thomas J. A. Johnson, Edward C. Donnelly and Miss Mary Curley, representing the mayor; Rear Admiral Louis M. Nulton and aide, Maj-Gen. Fox Conner and Lieut. J. Trimble Brown, aide; Wilis J. Abbot, Mrs. Everett O. Fisk, Mrs. John J. Deering, Miss Rose L. Dexter, Mrs. Walter Wesselhoeft, H. Yatsuhashi, Mr. and Mrs. John K. Allen and others, representing the Japan Society of Boston.

The rest of the program of entertainment includes a visit to the Museum of Fine Arts Saturday, a luncheon at Harvard given by President Lowell, inspection of the Perkins Institution for the Blind and a tour of the historic points.

Mayor Curley Harvard High Table Guest

Harvard will play host to Mayor Curley Monday night when the Boston mayor attends the weekly high table dinner at Lowell House in the role of guests of honor. It will be Mayor Curley's first appearance at a Harvard high table dinner.

Mayor Curley will dine with President A. Lawrence Lowell and Professor Julian L. Coolidge, master of Lowell House. Following the high table dinner, he will be shown through the Harvard houses.

TAX RACKET UNCOVERED BY MAYOR CURLEY

Instructs Corporation Counsel
to Prepare \$50,000,000
Abatement Cases for Jury

PICTURE ON PAGE 3

Threatening grand jury action, Mayor Curley today declared that a "racket" was indicated by the requests of owners of \$150,000,000 worth of Boston property for reductions in the assessed valuations amounting to \$50,000,000.

The mayor said that it appeared that attorneys and other representatives of property owners had entered into a scheme to procure abatements on a percentage basis.

He announced that the city would reject the applications and instructed Corporation Counsel Silverman to gather facts for presentation to the district attorney.

A condition that brought about serious situations in Chicago and Fall River, he said, would not be permitted to gain a foothold here.

One petition asks an abatement of approximately \$3,000,000, the mayor said, while most were from persons of "wealth and standing in the community." The number from small home owners, he said, was negligible.

INFLUENCE CLAIMED

The lawyers and others whom he blamed for the applications probably claimed to have influence with city officials, the mayor said.

His statements came after a conference in his office with Chairman Frank A. Goodwin of the Finance Commission, City Auditor Rupert S. Carven, Budget Commissioner Charles J. Fox, Corporation Counsel Silverman and Assistant Corporation Counsel Joseph P. Lyons, Edward T. Kelly, chairman of the board of assessors, and Henry L. Daily and Neil Holland, members of the board.

HERALD 4/23/31

JAPANESE ROYAL COUPLE DUE TODAY

Delegate to Meet Prince and Princess Takamatsu

Prince and Princess Takamatsu of Japan will arrive in Boston at 7 P. M. today for their official and general sight-seeing tour sponsored by the Japan Society of Boston. The royal couple will be met by a large committee of prominent citizens and representatives of the Governor, the mayor and other officials. A smaller group will meet the pair at Providence and journey to Boston with them.

The Prince and Princess will be presented with roses at South station by Miss Mary Curley, daughter of the mayor, and conducted to the presidential suite at the Copley-Plaza, after which they will visit the State House and City Hall. Courtenay Crocker, honorary consul of Japan at Boston, heads the reception committee.

PLAN BIG AIR BATTLE OVER STRANDWAY

Davison Accepts Curley's Sug- gestion—National Guard To Aid Police

The army air corps which will visit Boston May 25 will stage a daytime sham battle and other thrilling manœuvres over the Strandway, South Boston, instead of at the East Boston airport as originally scheduled.

Mayor Curley's suggestion that the available accommodations at the South Boston reservation warranted a change of plans was accepted yesterday by Asst. Secy. of War F. Trubee Davison.

At the Strandway, standing room will be at the disposal of hundreds of thousands; parking facilities along the three miles of park roadways will be available to motorists and the grandstand seats in the stadium at Columbus park will be reserved for the guests of the war department, the state and the city.

Mr. Davison promised the mayor that the sham battle will last for at least 90 minutes and that the visit of the air corps to Boston will give New England its first opportunity to see hundreds of fighting planes, scouts and huge bombers in the air at one time.

In anticipation of a tremendous crowd the mayor called on Gov. Ely yesterday for a company of national guardsmen to re-enforce the police department and the Governor offered to provide as many men as may be needed.

WANT EAST BOSTON STRANDWAY BUILT

The East Boston Democratic ward committee went on record unanimously in favor of starting the construction of the East Boston Strandway development at once, last night. Some members were said to have the impression that the development would have to wait the completion of airport improvements—so led by James J. Collins, "father" of the Strandway project, the meeting voted that work begin right away.

Post 4/23/31

Mayor Suggests Sloth for P. O. Inscription

Mayor Curley yesterday turned to blank verse to provide an inscription for the new Boston postoffice building to commemorate the delays of the federal government in starting the structure.

Upon the granite or limestone the Mayor would carve:

"Vision of an ancient dream
Completed after death of
Present generation,
We hail thee as a monument to
National efficiency, initiative,
Enterprise and speed in
Execution and construction."

RECORD 4/23/31

Boston Opens Arms to Japan Prince Today

A regal welcome by Boston awaits Prince and Princess Takamatsu, who with their royal Japanese entourage will arrive at the South Station tonight at 7 o'clock for a four-day stay.

The brother of the Japanese Emperor and his wife will be received on their arrival by a committee representing, state, city, army and navy, members of the Japan Society of Boston, and Japanese residents in Boston.

Their headquarters will be at the Copley-Plaza. With the Prince and Princess are many officials of the imperial Japanese government. Courtenay Crocker, honorary consul of Japan in Boston is in charge of the program.

The royal couple will visit Governor Ely at the State House and Mayor Curley at City Hall tomorrow morning and will be guests at a concert at Symphony Hall in the afternoon.

Mayor Curley will tender them a dinner tomorrow night at the Copley Plaza. Saturday they will visit the Museum of Fine Arts, pay a call to President Lowell of Harvard and visit the Perkins Institution for the Blind. Then will come a dinner by the Japan Society of Boston.

Sunday the Japanese visitors will go to Lexington and Concord. They will attend a dinner in their honor at the home of Courtenay Crocker, West Cedar st., West End, and a dinner at the Copley Plaza at night by the Japanese residents of Boston.

They will depart Monday night after a visit to the Custom House tower, Tech, Wellesley and the Children's Hospital.

Curley Asks for Extra Guardsmen for Air Show

Following a visit to the State House, Mayor Curley announced yesterday that he had requested Governor Ely to assign a company of State national guardsmen to assist the police in handling the expected big crowd at the South Boston strandway when the Army Air Corps manœuvres are held on May 25.

APPROVES \$125,700 IN LAND DAMAGES

Mayor Curley yesterday approved land damage awards totalling \$125,700 for property taken by the city to make way for erection of two school buildings at East Boston.

For 24,700 square feet of land at Lexington and Trenton streets, East Boston, selected by the school authorities, the Board of Street Commissioners allowed \$73,700, and for 15,000 square feet of land at Saratoga and Bennington streets, they awarded \$52,000.

RECORD 4/23/31

Woman Appointed Hub Vets' Relief Official

Miss Ellen M. Locke, nationally famous authority on welfare work, was yesterday appointed to the soldiers relief department of the City of Boston by Mayor Curley. Her appointment is for three months. Miss Locke will install what is known as the case system, her own creation, in the department. She is credited with having saved the city \$25,000 annually during the past few years.

AWARD SEWERAGE CONTRACT

A contract for sewerage works in Foster st., Brighton, at a cost of \$8686 was awarded to the John F. Kennedy Co. by Mayor Curley today.

\$1,000,000 MORE FOR THE AIRPORT

House Amends Bill to Let
City Borrow Outside
Debt Limit

WADSWORTH AND OTHERS PROTEST

The bill to permit the city of Boston to borrow outside its debt limit for the development of the Boston airport was amended to increase the appropriation from \$250,000 to \$1,250,000 yesterday by the House of Representatives. The sum of \$250,000 was recommended by the committee on municipal affairs.

The amendment was introduced by Representative William H. Hearn of East Boston and supported vigorously by Representative George P. Anderson, Back Bay Republican on the municipal finance committee.

The amendment was accepted by a rollcall vote of 122 to 91 over the protests of Representative Eliot Wadsworth of Boston, Alexander F. Sullivan of East Boston and John Halliwell of New Bedford.

GOVERNOR SQUARE WORK

During the debate Representative Wadsworth characterized the \$5,000,000 Governor square underground elevated extension as the most foolish piece of legislation ever passed. He denied Representative Anderson's charge that he had supported the Governor square project with the declaration that he had opposed its passage from start to finish.

Representative Hearn told the House that the city needs the larger appropriation to extend the airport to Governor's island and that the smaller amount would not permit even a start on the work. The total cost of the development he estimated at \$3,000,000 and he predicted that the remainder would be taken from within the debt limit.

Representative Hallowell's protest was based on the fact that although the city's borrowing capacity for the year is \$4,656,000, no provision has been made to expend any of it on the airport. Of that total amount, he said, the city has borrowed only \$825,000.

Representative Wadsworth said the question was not how good the airport should be, but entirely one of how to get the money. He said that the city already has borrowed \$20,000,000 outside its debt limit, is pledged for an additional \$17,000,000 on the tunnel and \$5,000,000 on the Governor square improvement. He urged that a halt be called on additional borrowing.

Representative Sullivan charged that Mayor Curley "is kidding the people of East Boston." The district, he warned, is disinterested in the airport, but is eager to have the strandway, which has been promised, constructed.

ROYAL PAIR WILL AVOID FORMALITY

Prince and Princess
Takamatsu to Roam
City at Will

TO ATTEND CONCERT OF SYMPHONY ORCHESTRA

Guests of Mayor at
Dinner Tomorrow
Night

Itinerary of Prince and Princess Today

7:00 p. m.—Arrive South Station.
Reception at terminal. Photographs
at station.

7:25 p. m.—Arrive Copley-Plaza
Hotel.

7:40 p. m.—Interview with news-
papermen.

7:50 p. m.—Photographs, silent
movies only.

Remainder of evening private to
royal guests.

That they may roam incognito through Boston stores, slip into the "talkies" and visit at random some of the curious sights of the city, Prince and Princess Takamatsu of Japan, who arrive in Boston tonight, have had their five-day programme here well interspersed with "no engagements." More so than most distinguished visitors to the city they will be given ample time to roam about unmolested.

Upon their arrival at 7 o'clock tonight they will be met at South Station by a reception committee headed by Courtney Crocker, honorary consul of Japan at Boston. Representatives of city and State, the army and navy and prominent Japanese residents of the city will be present. Miss Mary Curley, daughter of Mayor Curley, will present the distinguished guests with a bouquet of flowers.

Following a short exchange of official greetings, the royal pair will be escorted to the Copley-Plaza Hotel where they will occupy the Presidential suite.

With a visit to Governor Ely, at the State House, and Mayor Curley at City Hall tomorrow morning, the five-day programme for the Prince and Princess will be launched. In the afternoon they will attend the Symphony Concert in Symphony Hall. Tomorrow night Mayor Curley is tendering the imperial couple a dinner at the Copley-Plaza at which the Prince will make his first official address.

The rest of the programme consists of a round of visits to historical points of interest, a luncheon at Harvard University, dinners and a highly formal reception at the Gardner Museum Saturday night.

URGES TRUNK LINES TO HUB

Report to Mayor Calls for
5 Lines to Help Business

Declaring that the New England railroads were not self-sustaining Traffic Manager Michael F. Curley of the city's commercial and industrial bureau last night urged the introduction of at least five railroad trunk lines here as a means of promoting business.

In a report to Mayor Curley he explained that Seattle, Wash., was able to support no less than four trunk lines though it lacked the natural resources of Boston and New England, and the same thing was true of Portland, Ore., he contended.

In addition he said that Seattle had 25 steamship lines and Portland 15, indicating that Boston might well support five trunk lines and yet maintain its coastwise commerce.

HARVARD TO BE CURLEY'S HOST

Harvard College will play host to Mayor Curley Monday night when the Boston Mayor attends the weekly high table dinner at Lowell House in the role of guest of honor. It will be Mayor Curley's first appearance at a Harvard high table dinner.

Mayor Curley will dine with President A. Lawrence Lowell and Professor Julian L. Coolidge, master of Lowell House. Following the high table dinner, he will be shown through the Harvard houses, and it is expected that he will meet many of the Harvard students outstanding in undergraduate activities.

Curley's Auto Is Tagged; He Charges Spite

Mayor Accuses Schwartz, Hultman's Legal Adviser—Was Being Shaved at Time

Mayor Curley's automobile was tagged today while it was parked in front of a Province street barber shop where he was being shaved, and the tagging aroused the mayor's ire so that he walked to City Hall and dictated a sarcastic letter to Leo Schwartz, former assistant corporation counsel and now legal adviser to Police Commissioner Eugene C. Hultman, accusing him of causing the tagging through spite. The mayor enclosed the tag in the letter.

The tagging follows the recent controversy between Traffic Commissioner Joseph A. Conry and Police Commissioner Hultman over the mayor's complaint that the traffic regulations in the vicinity of City Hall were not being strictly enforced.

There was a single line of parking in Province street when the mayor's car stopped in front of the barber shop this forenoon, forming a double row. Charles Manion, the mayor's chauffeur, left the car to do an errand while his honor was being shaved. The car was unattended for about eight minutes, and Patrolman John Francis Dolan, who was on duty tagging cars parked in violation of the regulations, placed a tag on the mayor's machine.

A spectator informed the officer that the car belonged to the mayor. Just about this time the mayor came out of the barber shop and the officer stepped up to him to explain that he knew that the mayor's old registration number was 350 and that he did not know that it had been changed to 576 this year. The mayor, according to witnesses, delivered some wrathful comment for the benefit of the patrolman and then walked the short distance to City Hall while his chauffeur drove away the automobile.

On arrival at his office, the mayor said that the tagging was plainly the work of Schwartz, who resigned as assistant corporation counsel to become legal adviser to the police commissioner. Schwartz has also been a member of the Boston board of zoning adjustment for years and has served as secretary of that board without pay. Schwartz wrote a letter to the mayor yesterday resigning from that board, stating that he had been advised by Samuel Silverman, corporation counsel, that the best interests of the city required that a representative of the law department serve as a member of the board. He said it would be a pleasure to aid the mayor in any way he could in the future. The mayor accepted the resignation on receipt.

In his letter to Schwartz today, the mayor said:

I beg to forward with my compliments a tag placed upon the automobile of the mayor of Boston this day within one minute and one-half after the automobile had come to a stop. I do not hold the officer, No. 256, responsible for this act since I am satisfied that he was simply carrying out orders that had been received by him from you as assistant police

commissioner. It is most unfortunate that the tagging was delayed, as your desire was simply to give vent to your spleen because of the request for your resignation as a member of the zoning board.

Realtors Ready to Help Mayor on Abatements

**See No Conspiracy in Appeals
but If There Is They
Would Fight It**

There is no disposition on the part of Boston realtors affiliated with the Boston Real Estate Exchange to "defy" the city in its tax abatement complications. The spirit of the exchange is that of hearty co-operation. If a conspiracy exists among large or small property holders, as may be indicated to the mayor and the assessors, by the employment of one lawyer or a group of lawyers to press the appeals for relief, the exchange is anxious to know it. But it sees no conspiracy if property owners combine to fight their appeals at the lowest possible cost for legal assistance.

This was the burden of an interview by Secretary Charles Lee of the Boston Real Estate Exchange today. Mr. Lee is well acquainted with the rather unusual tax assessment situation which has existed in Boston for years and which has become particularly burdensome to real estate in the last two or three years. It is common knowledge, he remarks, that a great deal of the city is over-assessed and that some of it is under-assessed. A year ago he went over the city with the assessors and made many observations which were not disputed at the time.

Mr. Lee's statement was backed up by John Heard, prominent real estate operator, who went into tax assessment details. He admitted that Beacon Hill property will sell for more than its assessment, and that property in certain outlying districts and in certain retail centers such as parts of Washington and Tremont streets, West street and Temple place, are also favorably assessed. But in the entire market district, he remarked, not a parcel in five will bring 60 per cent of its tax valuation.

"What of warehouses?" he asks. "What of State street, of Congress street to Atlantic avenue? What of the vicinity of Pearl, High and Oliver streets and the territory between Federal street and Fort Hill square? What of Beacon street and of Commonwealth avenue from Arlington street to Massachusetts avenue, generally regarded as the best residential part of the city."

"What of the right-hand side of India street looking toward Atlantic avenue, where hardly a single building is occupied? These may be, as his honor claims, 'isolated instances,' but the statement may be made and proved that these entire districts could be bought for

not over 75 cents in the dollar of the city's valuation.

"Only one thing has established unvarying 'value,' and that is gold. Even in that case the value is established by the standing bid of the United States Treasury. Value is created by the figure at which one or more persons will buy or sell a given article, and that figure, in turn, is controlled by how much the ownership of that article will benefit its owner. Real estate is no exception.

"The land and building occupied by the Hotel Touraine the city assessed at more than \$2,000,000. Not long ago the owners made a 'Hollywood salary' contract for sale to the movie interests for a large sum. When the smoke cleared this sale disappeared and they have recently been forced to lease that property for the magnificent sum of city taxes plus \$5000 per annum. This, it is to be hoped, is one of his honor's 'isolated instances,' yet it is a fact. Is \$2,000,000 a fair value put on a property which yields its owners \$5000 a year—or 5 per cent on \$100,000?

"Are valuations fair when the properties involved are offered for sale at anywhere from 50 to 80 per cent of those valuations with no purchasers.

"His honor protests against the high prices which the city has been forced to pay for land taken by eminent domain and he maintains that the persons extorting these prices are racketeers. He is quite correct; but why, because the city is unscrupulously robbed on one point should it recoup itself by extorting unfair taxes from individuals, trustees and institutions whose integrity is unquestioned, and who, incidentally, provide a considerable percentage of the funds which city hall spends? Racketeering is a good word, but it is one not to be used indiscriminately. His honor might well consider the inaccuracy of King David's statement."

Ely and Curley to Plant Trees

Governor Ely, in observance of Arbor Day tomorrow, will plant an American linden on the State House grounds at ten o'clock, while an hour or so later Mayor Curley will plant an oak on the Common near the location of the famous old elm which was destroyed many years ago.

Mayor Curley today invited the Japanese prince and princess to take part in the observance, asking each of the visitors to plant a Ginkgo biloba, a Japanese tree which grows to enormous proportions in that country.

Stickel Named as Deputy Fire Chief

Mayor Curley today approved the appointment of District Chief Louis C. I. Stickel of the fire department to the position of deputy chief, made vacant by the promotion of Henry J. Power to the position of assistant chief. Stickel entered the department on May 8, 1903 and was made a district chief five years ago. His salary will be increased from \$4000 to \$4500.

CHOBE

4/24/31

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The car was tagged by patrolman John F. Dolan of Station 2, who, after learning that he had pinned a tag on "a hornet's nest," said he was innocent as a new-born babe; that he did not know the car was Mayor Curley's and that there was no one in the machine when he slapped on a tag.

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to tag cars. With a copy of his own letter to Mr Schwartz, Mayor Curley also gave out a copy of a letter from Mr Schwartz, dated Thursday, in which Mr Schwartz tendered his resignation as a member of the Board of Zoning Adjustment, effective at the Mayor's pleasure. The Mayor accepted the resignation.

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"I do not hold the officer, No. 256, responsible for this act, since I am satisfied that he was simply carrying out orders that had been received by him from you as Assistant Police Commissioner.

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Left to right, Lt.-Comdr. Ellis M. Zacharias, naval aide to royal couple; Miss Mary Curley, daughter of Mayor Curley; Princess Kikuko, Prince Nobuhito Takamatsu, and Courtenay Crocker, president of Japan Society of Boston, who headed official greeting party at South station.

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By ELIZABETH BORTON

Princess Takamatsu is just married, and to a prince, and she has 92 trunks full of Paris clothes! Her round girlish face is all smiles; her almond eyes dance with merriment at the ceremonies, at the reporters with eager questions, the camera men, with their imploring shouts and flashes of brilliant light, at the crowds of onlookers who press near to catch sight of Japan's royal visitors.

When she first descended from the train yesterday at the South station, she was trying very hard to be properly dignified and serious. Her costume—smartly tailored black wool coat, over a black dress, silver fox scarf, simple black pumps, and perky small turban of twisted white and black silk in a striped effect—was of the properest. So too her solemn face, her carefully placed steps.

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Chobz

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HERALD

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PRINCE, BRIDE ARE WELCOMED BY COUNTRYMEN

Takamatsu Declares Own
Nation Not Far Behind
U. S. Industrially

PRINCESS FLASHES SMILES AT THRONGS

Look Forward to Visiting
Art Museum and Welles-
ley College

Japan's royal honeymooners, Prince and Princess Takamatsu, were welcomed last night on their arrival at the South station by a distinguished group and by a huge police guard, hastily redoubled following rumors of an attempted plot on their lives.

Mayor Curley and his daughter, Mary, high ranking army and navy officers and about 200 Japanese residents and students welcomed the distinguished visitors to Boston. The police guard was one of the largest ever assembled to guard visiting dignitaries.

Although there was no certainty that the plot, apparently discussed by two men in the lobby of the Copley Plaza hotel yesterday afternoon, was directed at the prince and princess, police took every precaution and announced that the royal visitors will be protected by a heavy guard during the entire four days of their Boston visit.

Within a half hour after his arrival, the prince gave out the information that the thing which has made the greatest impression on him during his visit is the display of cherry trees, similar to his native Japan, in Washington.

TO VISIT MUSEUM

He followed this with the second statement that in Boston he most keenly anticipates his forthcoming visit to the Museum of Fine Arts, with its extensive collection of Japanese art.

As the couple stepped from their train at the South station the prince, tall and slim, was serious and unsmiling. In contrast, his 18-year-old bride flashed continuous smiles at official greeters, red caps, photographers and every one else within reach of her and glances.

The princess was presented a bouquet of sweet peas by the mayor's daughter, and prince and princess were

introduced by Courtenay Crocker, president of the Japan Society of Boston, to Mayor Curley, Maj. Edward J. Sampson, representing Gov. Ely; Maj. Gen. Fox Connor, Rear Admiral Louis M. Nulton, and Thomas J. A. Johnson.

The posed willingly for a battery of photographers, and after starting away, readily acceded to requests for a second picture. While being escorted through a solidly packed double line in the station, Prince Takamatsu solemnly returned the bows of Japanese and Bostonians who lifted their hats as he passed.

While they were entering four automobiles placed at the disposal of their party of eight, the prince's and princess's 92 trunks and suitcases, most of them holding the array of fashionable Parisian clothes which the princess bought from French dressmakers before reaching America on their honeymoon trip, around the world, were being unloaded from the baggage car of the train.

The double police guard of 40 men under Lt. Joseph F. McDonough held back the crowd of approximately 1000 persons which attempted to swarm through the station after the prince and princess. Not until the couple had safely started on their ride to the Copley Plaza was the police vigilance relaxed.

At the hotel, where 12 inspectors and a squad of uniformed police immediately surrounded them, the couple went immediately to the 14-room presidential suite occupied last fall during the American Legion convention by President Hoover.

The prince's interview was made through Takeo Yamagata, master of ceremonies of the royal party, who acted as interpreter. Although the prince spoke no English, it was evident from the frequency with which his solemn expression was quickly lighted with a smile at some of the questions, that he understood their context.

"His imperial highness," his master of ceremonies interpreted, "has seen the commercial centre of the United States, New York, the administrative centre, Washington, and is now looking forward to the cultural centre, Boston."

He was asked his impression of the commercial life of America, if it did not astonish him a bit. He smiled before the question was placed in Japanese, then quickly replied, in his native language, "We are not so far from America."

He indicated a bit of regret on the part of the princess that the rounds of official functions have not permitted her to see the "family life of American ladies."

"Her imperial highness has not been out to see the family life," he said in answer to a question regarding her reaction to the freedom of American women. "She has not had enough time. It has been all official receptions."

The Princess looks forward to the visit to Wellesley College, he said. He declared there is "not so much" unemployment in Japan. Next to the Art Museum, he is most anxious to see Harvard University while here. His 15 minutes of time allotted for the interview concluded, he politely bowed and walked out, leaving a question or two still hanging between his interpreter and himself.

Later, although the carefully planned schedule had called for a private dinner in their rooms, the prince and princess democratically had dinner in

the main dining room, at a corner table where they could watch the flashing lights of passing automobiles.

An exchange of words in the Copley Plaza lobby yesterday afternoon, overheard by Mrs. Clara H. Burrill, dining room hostess, who is the divorced wife of former State Treasurer Charles Burrill, started in motion the plan of rigid police protection for the 25-year-old younger brother of Japan's Mikado.

She heard one say, "He always has a bodyguard with him. He's yellow."

The other replied, "Well, we'll get him anyway."

The conversation was quickly reported to Thomas Walsh, assistant manager of the hotel. He found that the two had left the lobby, and were standing at the curb at Dartmouth street and Huntington avenue. Answering his questions, they said they were not guests, but had been awaiting a Miss Rogers.

Walsh returned and telephoned Deputy Superintendent of Police James McDevitt, who dispatched two cars with a squad of inspectors. The men had left, but police later found they had entered a taxi and been driven to Huntington avenue and Gainesborough street.

Their descriptions were broadcast on the police teletype, and all patrolmen were ordered to attempt to seize them for questioning.

The royal party includes, in addition to their imperial highnesses and the master of ceremonies, Iwakachi Ishikawa, comptroller of the household of Prince Takamatsu, Dr. Tsuneo Sakamoto, physician; Lt.-Comdr. Kyosuke Mizuno of the Japanese navy, who several years ago was a student in Boston.

Madame Ochial, lady-in-waiting to the princess, and Lt.-Comdr. Ellis M. Zacharias, Japanese-speaking naval officer assigned by the U. S. navy.

As the result of the suspicions of a plot on the prince's life, their party during their Boston stay will include, everywhere they go, Inspectors Paul Crowley and William Condon. Eight other inspectors will form a bodyguard each time the prince and princess leave the hotel.

Beginning this morning, the prince and princess will start a round of visits and formal functions which will give them first hand information of a varied list of New England institutions. They will be taken to the State House and City Hall, the federal government offices at the customs house tower, Harvard, Massachusetts Institute of Technology, and Wellesley, Perkins Institution for the Blind and the Children's Hospital, a Symphony concert, the Museum of Fine Arts, the historic battlefields of Lexington and Concord, and the beautiful Gardner Museum, and will be guests at formal functions of the city, the Japan society, and their fellow Japanese living in Boston.

Leaving the Copley-Plaza at 10:40 A. M., they will arrive at the State House 10 minutes later this morning. Gov. Ely will greet their imperial highnesses in his office, and the prince will probably be introduced to the Legislature during its session. At 11:30, they will go to City Hall, where Mayor Curley will extend an official welcome in behalf of the city.

The Imperial Couple at City Hall



(Photo by Frank E. Colby)

Prince Takamatsu and His Princess Greeted by Mayor Curley

500 to Attend Mayor's Banquet This Evening

An official dinner to Prince and Princess Takamatsu will be given at the Copley-Plaza this evening at 7.30. Mayor Curley will preside and will extend the greetings of the city to the distinguished guests. Governor Ely will extend greetings of the State. More than five hundred invitations have been issued for the dinner.

Among those who will sit at the head table with the prince and princess will be Miss Mary Curley, Governor and Mrs. Ely, K. Horinouchi, Japanese consul general; Major General Fox Conner, U. S. A., with Mrs. Conner; Rear Admiral and Mrs. Louis M. Nulton, Thomas J. A. Johnson, official city greeter; Lieutenant Commander Ellis M. Zacharias, representing the Navy Department; Mgr. Richard J. Haberlin, vicar general of the archdiocese of Boston; Iwakichi Ishikawa, comptroller of the household of Prince Takamatsu; City Treasurer Edmund L. Dolan, Speaker Leverett Saltonstall of the House of Representatives; Ransford S. Miller, representing the Department of State; Lieutenant Commander William T. Hoadley, U. S. M. C.; General Austin Hamilton, U. S. A.; Dr. Tsuneo Sakamoto, personal physician to the prince.

Courtenay Crocker, president of the Japan Society of Boston and honorary Japanese consul here, with Mrs. Crocker; former Governor and Mrs. Alvan T. Fuller; Collector of the Port Willfred W. Lufkin with Mrs. Lufkin; Nobue Fujimura, vice Japanese consul at New York; Takeo Yamagata, master of ceremonies to the prince; Lieutenant Commander Kyosuke Midzuno, aide-de-camp to the prince; Mme. Takake Ochial, lady-in-waiting to the princess; President Joseph McGrath of the city council, with Mrs. McGrath.

Giovanni Mario Pio Margotti, Italian consul at Boston; Rev. James F. Kelly, rector of Our Lady of Lourdes Church; Congressman John W. McCormack, with Mrs. McCormack; Chairman Joseph J. Hurley of the school committee, with Mrs. Hurley.

Kurt von Tippleskirch, German consul at Boston, with Mrs. Tippleskirch; State Auditor Francis X. Hurley; Judge Marcus Morton of the Superior Court, Governor's Councilor James H. Brennan, Brigadier General John H. Agnew; Judge Daniel T. O'Connell of the Superior Court with Mrs. O'Connell; Supreme Director John E. Swift of the Knights of Columbus, with Mrs. Swift; and former Attorney General Herbert Parker, with Mrs. Parker.



(Daily Record Photo)

Assassination Plot! Miss Mary Curley, left, daughter of Mayor James M. Curley who represented her father at reception tendered Prince, right, and Princess Takamatsu, center, of Japan shown on their arrival last night

at South Station, where heavy police guard was placed around royal couple following discovery and foiling of plot to assassinate them. Mrs. Clara Burrell, Copley-Plaza Hotel hostess, uncovered plot.

Story on Page 2

HERALD 4/24/31

Conry Elated When 'Double Parker' Pens in His Machine at Headquarters

Stepping out after an executive session of the traffic commission at police headquarters last night, Commissioner Conry delivered an impromptu lecture to newspaper men, policemen and citizens in front of the massive doors. Pointing with his famous Russian cane to his car, hemmed in by a "double parker," he said in his sweetest voice:

"This just proves what I have said. The violation is right in front of police headquarters," with the emphasis on "front."

"I am obliged to wait until the driver returns before I can get out.

"The owner is probably returning another tag."

Just then a man and woman companion appeared from within headquarters and got into the car and drove away. With a smile of victory on his face the commissioner then left in his machine. Mr. Conry presided at the executive session. Commissioner Hultman, Joseph A. Rourke, public works commissioner, and Thomas J. Hurley, chairman of the street commission, were present. William P. Long, park commissioner, was unavoidably absent. Mr. Conry had complained of double parking at the meeting.

One of the first actions taken by the commission was to pass another order to the effect that no public statement would be issued as to what was done.

Japanese Pair Democratic

Visit State House, City Hall, Today

Eager to See Art Museum, Harvard

Prince Gives Interview in Hotel Suite

Prince and Princess Takamatsu of Japan were given a cordial welcome to Boston last evening, the moment they stepped from the 7 o'clock train from New York in the South Station, by Mayor James M. Curley, his daughter, Mary—who presented the Princess with a beautiful bouquet of flowers—Thomas J. A. Johnson and a large committee headed by Courtenay Crocker of the Boston Japan Society and Mrs Crocker.

The committee included Maj Gen Fox Courier, United States Army; Lieut. J. Tremble Brown, United States Army; Admiral Louis M. Nulton of the Charlestown Navy Yard, Maj Edward J. Sampson and La Rue Brown, representing Gov Ely; Prof S. Togo of Tech, Kojiro Tomita and Mrs Tomita of the Boston Art Museum.

The police had taken every precaution to guard the royal couple on their arrival at the station, where there was a crowd of several thousand persons, including every Japanese student and businessman in Greater Boston.

Police Guard Doubled

Owing to a report that had come of Police Headquarters—about an

hour before the train arrived—of a possible threat against the royal couple, the force of police at the South Station had been more than doubled and extra precautions were taken to safeguard the Prince and Princess on their way to the Copley-Plaza, and in the hotel.

Nothing untoward happened. There was no demonstration at the station and not an unseemly incident during the whole evening. The Prince and Princess were both most gracious and apparently carefree all through the reception ceremonies at the station and later at the hotel.

At the station they submitted with good nature to the rather trying ordeal of being photographed by a whole battery of insistent photographers. Later at the hotel the photographers were granted another opportunity to repeat the performance. It was just flash, flash, flash in the corridor on the fourth floor for about 10 minutes. The Prince and Princess just smiled at the photographers. They are evidently used to that sort of thing.

Prince Gives Interview

Soon after their arrival at the hotel the Prince received a group of newspaper reporters and feature writers in one of the large rooms on the fourth floor and answered all questions for about 10 minutes through an interpreter, Dr Tsuneo Sakamoto. There was the same patient smile on the Prince's face all through that interview—a smile that broke into something like a laugh when a young woman reporter asked him if the Princess was astonished at the freedom of women in America.

He said the Princess had not as yet had an opportunity to see Americans in their homes. All they had seen of American women was at receptions.

Judging from a side remark to one of his own party, the Prince is not unfamiliar with the English language and he appreciated much that the young woman's question implied, although his answer was in the spirit of fine politeness.

The Princess was not at the newspaper reception. She is never interviewed on such occasions. This caused some of the women writers who had come especially to see her and discuss feminine affairs—this caused them anything but pleasure.

When the Prince was asked what surprised him most during his visit to the United States he promptly answered: "The cherry blossoms at Washington and Philadelphia."

"Why?"

"Because they reminded us so much of Japan."

Asked if he had noticed the influence of Oriental art on Occidental art, he said he had only noticed the influence of the Occident on the Orient through motion pictures.

Asked if he would like to see exchange of students between the universities of Japan and the United States, he promptly answered, "Yes."

Goals of Visitors

When asked what he had come to Boston especially to see, he said:

"The Boston Art Museum and Harvard University."

Later the interpreter said the Prince and Princess were especially anxious to see the Japanese print and pottery collections in the Art Museum, for these collections are unrivalled even in Japan.

Asked how he had enjoyed his trip in this country so far, he said he had only seen its commercial center, New York; its administrative center, Washington, and a little of Philadelphia. He had no comments to make on what he had seen.

During this interview the room was crowded with members of the Prince's party and members of the local committee, to say nothing of Secret Service men. Just outside the door was Supt Crowley of the Boston police.

After the interview was over the Prince went back to his apartment on the fourth floor. The Prince and Princess and their suite occupy 26 rooms on this floor. It is known as the Presidential suite.

Then the photographers began to bombard Commander Ellis M. Zacharias, U. S. N., who is the representative of the United States Government with the Japanese party. They wanted another chance to photograph the royal couple. Although the request was unusual, the Prince and Princess consented. She is a perfect beauty, and full of good nature. In fact they are a very democratic couple.

After the photographers had finished with the Prince and Princess they retired to their apartment once more, and in a very short time the entire Japanese party, with Courtenay Crocker and his committee, went to the dining room and had a dinner which lasted about an hour.

Met at Providence

All the arrangements for the reception of the Prince and Princess had been planned by Courtenay Crocker and his committee and were perfectly carried out. Earlier in the day John K. Allen and H. Yatsushashi, representing the Boston Japan Society, went to Providence and there met the royal Japanese party and communicated to Commander Zacharias the itinerary that had been planned for the Boston reception. These men introduced the Prince and Princess to Courtenay Crocker when the train arrived at the South Station, and Mr Crocker introduced the royal couple to Mayor Curley and the local reception committee.

Mrs Katherine T. Hodges arranged the interview with the newspaper people at the Copley-Plaza.

At 10:50 this forenoon, Prince and Princess Takamatsu and their party will visit the State House and City Hall. They will return to the hotel at noon and have luncheon in their private apartments. At 2:15 p m they will attend the Symphony concert. At 7:30 p m, Mayor Curley will tender them a dinner at the Copley-Plaza.

In the Imperial party with the Prince and Princess are K. Horinouchi, Consul General of Japan at New York; Lieut Commander Ellis Mack Zacharias, U. S. N.; Ransford S. Miller, representative of the United States State Department; Dr Tsuneo Sakamoto, physician to the household of the Prince; Lieut Commander Kyosuke Midzuno, aid-de-camp to the Prince; Mrs Takako Ochiai, lady-in-waiting to the Princess, and Nobuo Fujimori, Vice Consul of Japan at New York.

The Boston Japanese students got a special greeting from the Prince and Princess.



JAPANESE ROYAL VISITORS AT CITY HALL

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TRAVELER

4/24/31

Japanese Royalty at City Hall



The royal family on the steps of City Hall. Mrs. Francis E. Slattery of the Governor's committee is at the left, and Mayor Curley is greeting Prince Takamatsu, while the princess looks on.

TRANSC 1910T 4/24/31

Dispute Still On Over Centre Street

Residents of One Section Ask for Even Less Wide Street Than Planned

Though the street commission has finished its work on one section of the Centre street widening, and the mayor has approved it, the much larger section between Weld street and the Arborway is still in dispute and bids fair to hold up the long-delayed and bitterly contested operations indefinitely.

The section from South to Weld street will be widened to seventy feet. This is a highly developed residential section and

had the original plans been carried out much property damage would have resulted. It was this argument that caused Mayor Curley to hold up the work and appeal to the Legislature for authority to revise the plans from an eighty-foot street to a seventy-foot street.

The other section, about a mile and a quarter in width, was changed from a 100-foot width to an eighty-foot width in response to the agitation that the greater width was not justified, especially as it would mean wholesale destruction of trees and prove dangerous to persons crossing a highly traveled way. It is this section that affects the Arnold Arboretum and the Adams Nervine. Now the residents, headed by Francis N. Balch, are appealing for a still narrower highway, or seventy feet in width.

Mayor Curley was anxious to complete the highway during the year, but it is realized that plans must be ready soon if his hopes are to be realized. Water, sewer and public corporation conduits must be installed before street operations can start, and all this work requires much time.

The eighty-foot width for the longer section would have saved a great tree and shrubs in the way. Four recently planted maples near Fletcher street may be saved by constructing a sidewalk on the inside of the highway.

The street commissioners have assessed land damages of \$108,121 for the section approved by the mayor. A total of ninety-three property owners will thus collect from the city.

AMERICAN 4/24/31



MAYOR CURLEY

A pair of royal honeymooners, Prince Takamatsu and Princess Kikuko of Japan, smiled their way into the hearts of all Bostonians today, the second day of their visit to the city. Fol-

PRINCE TAKAMATSU

lowing a visit to the State House, the royal Japanese couple visited City Hall, where they were received by Mayor Curley. It was their second greeting with the mayor, who, with

PRINCESS KIKUKO

daughter, Mary, welcomed the Prince and Princess when they arrived here last night. A heavy police guard accompanied the royal couple on their tour of the city. (Staff photo.)

TRAVELER 4/24/31

CHARGES SCHWARTZ IS PEEVED

Mayor Sends Tag and Sharp Letter to "Acting Police Commissioner" —Affair Happened in Province Street, Tag- ging Storm Centre

The parking row, heretofore a two-man affair between Traffic Chairman Joseph A. Conry and Police Commissioner Eugene C. Hultman, broke anew today with the result that a "three-story" parking tag was left hanging from the steering wheel of the official car of Mayor Curley.

TAGGED ON PROVINCE STREET

The car of the mayor, registered to the city of Boston, was tagged on Province street by Patrolman John F. Dolan, on duty for the particular purpose of putting an end to illegal parking.

The mayor was in the barber shop of Harry Kisker on Province street when the tagging took place. As he came out he was acquainted with what had happened.

He lost no time in walking to his office at City Hall, where he dictated a sharp letter to Leo A. Schwartz, whom he addressed as "assistant police commissioner."

The letter stated that the mayor was satisfied that Schwartz, who is counsel to the commissioner and a former member of the zoning board, was giving vent to spleen over the call for his resignation as a member of the zoning board.

MAYOR'S LETTER

The letter reads:
Assistant Police Commissioner Leo Schwartz,

Police Headquarters,
154 Berkeley st., Boston.

Dear Sir:

I beg to forward with my compliments tag placed on the automobile of the mayor of Boston this day within one minute and one-half after the automobile had come to a stop.

I do not hold the officer, No. 256, responsible for this act since I am satisfied that he was simply carrying out orders that had been

received by him from you as assistant police commissioner.

It is most unfortunate that the tagging was delayed as your desire was simply to give vent to your spleen because of the request for your resignation as a member of the zoning board.

The tagging is a day late. Consequently I am returning it with my compliments.

Respectfully,

JAMES M. CURLEY, Mayor.

OFFICER'S STORY

Dolan did not recognize 576, the registration number, as indicating the mayor's car. His story is that the car was parked for eight minutes on the outside of a double line on the right-hand side of the street.

The car was operated by Charles Manion, chauffeur to the mayor, when it drew up on Province street. It has not been revealed just where Manion was when Dolan stepped to the fore and affixed the tag.

As the mayor came from the barber shop, a number of citizens, acquainted with what had occurred, stepped up to him. One volunteered to take the tag and "fix matters up."

The mayor, according to Dolan, turned to the volunteer "fixer" and said, "Nothing doing." Then, according to Dolan, he turned to him, Dolan, and said, "I'll get you."

This statement, attributed to the mayor, was denied by him, through his secretary, Cornelius A. Reardon.

The car was later driven from Province street.

Officer Dolan said: "I didn't know it was the mayor's car. I am as innocent in this matter as an unborn child. I thought the mayor's car was 359. This was 576. I suppose I'll be transferred now to the sticks somewhere."

ALL THREE MUM

Chairman Conry, advised of the tagging as he was leaving the traffic offices in the police headquarters building, and asked if he cared to comment, smilingly said, "It is a very nice day," and departed.

Commissioner Hultman, asked for comment, declined, as did Schwartz.

Schwartz, a former assistant corporation counsel, had been, until recently, acting as legal adviser to Commissioner Hultman. A question of the propriety of his giving so much time to the post caused his resignation and the acceptance of the position of police counsel under an appointment by the commissioner.

Schwartz was also, as assistant corporation counsel, a member of the zoning board. It was felt by Samuel Silverman, corporation counsel, that Schwartz should be replaced by an assistant corporation counsel, from the standpoint of the city's legal interests, and his resignation was asked for.

SCHWARTZ'S RESIGNATION

His resignation reached City Hall today. It reads:

Dear Mr. Mayor:

Inasmuch as the corporation counsel is of the opinion that the best interests of the city require that a representative of the law department serve as a member of the board of zoning adjustment and in compliance with your wishes I beg leave to tender my resignation as a member of the board of zoning adjustment, effective at your pleasure.

May I take this opportunity, however, to express my sincere appreciation for the confidence you had in appointing me and please be assured that if I can be of any assistance in the future I shall deem it a pleasure to aid you in any way you may desire.

LEO A. SCHWARTZ.

It was revealed today that the corporation counsel has been at odds with Commissioner Hultman and Schwartz for some little time. The corporation counsel's department has had two autos for emergency use by its investigators in accident cases affecting the city, parked in front of its offices on Beacon street.

It is stated that this was by agreement with the commissioner and police counsel. Within the past few days the cars have been tagged, it is stated, although the understanding was that they should not be molested.

This has opened up the friction still wider, and it is reported that Traffic Chairman Conry took a hand in favor of the corporation counsel.

Conry and the police commissioner have been at loggerheads over enforcement of the parking regulations, more especially on Province street. The traffic chairman's latest attack came today when he commented on parking in front of police headquarters.

The traffic chairman had left the building to enter his own auto and found it pinned against the curb, he said, by a car of a visitor at headquarters.

"This proves what I have been maintaining right along," he said. "Right in front of police headquarters and I have to wait until the driver comes back before I can get out. The owner was probably returning another police tax."

Post 4/24/31

LAND DAMAGE AWARDS TO 93

City Starts Work on Centre Street Widening

To start the \$1,210,000 widening of Centre street, West Roxbury, as authorized by the Legislature recently, Mayor Curley last night approved land damage awards amounting to \$108,121 for 93 pieces of private property taken by the Board of Street Commissioners.

Most of the awards were small because the city was required to take narrow strips off the front lawns of residence property. Only 23 of the 93 awards were for \$1000 or more.

William E. Winchester received the largest amount from the city, being awarded \$21,725 for three pieces of property with a total area of 3288 square feet. Next came Frank M. Aldrich with \$11,500 for 2612 square feet.

Warren F. Freeman, Jr., former assistant assessor and son of the municipal real estate expert under the last administration at City Hall, was given the lowest award. He was granted \$1 for a single square foot of land.

Work of laying sewer pipes will be started without delay between Weld

and South streets along Centre street which will be reconstructed to a width of 70 feet, thus relieving traffic congestion on the Boston-Providence national motor route.

Mayor Reads the Ticket, But Vows Somebody Else Will Do the Weeping



SUNSHINE BEFORE THE STORM

Just before he received the bad news that his car had been tagged in Province st., while he got a shave today, Mayor Curley greeted James Purcell, former councillor, with an affable smile. Then came the storm.



OFFICER DOLAN

"WHAT, THE MAYOR'S CAR!"

Here's the patrolman who caused all the row when he tagged Mayor Curley's car today. He is Officer John F. Dolan, and he is shown talking to Charles Ofria, proprietor of the barber shop where the Mayor was being shaved. Ofria says he told Dolan



CHARLES OFRIA

WELL, THAT'S JUST TOO BAD!"

it was the Mayor's car and that the officer replied: "Well, ain't that just too bad!" Mayor Curley threatens vengeance on Leo Schwartz and Dolan and it is expected that considerable of a storm will result from the incident. (Staff photos.)

J M E R I C S W 4 24/31

AMERICAN 4/24/31

BOSTON HAILS, AND GUARDS, ROYAL PAIR

Prince Feels Secure With an
Army of Police; Ely and
Curley Welcome Them

PICTURE ON PAGE 3

Heavily guarded following discovery of a reported plot to assassinate him and his bride, Prince Takamatsu cabled assurances of his safety from Boston today to his brother, the Emperor of Japan.

The royal honeymooners then went to the State House, where they were received by Governor Ely and cheered in the House and Senate. Later they called at City Hall and were greeted by Mayor Curley, who welcomed them at the train upon arrival last night.

At the State House and again at City Hall heavy details of police were assigned as a result of the suspected plot to harm the royal couple and to foil any possibility of a demonstration by Communists such as occurred during their visit in New York.

CHEERED AT HOTEL

The royal pair went to the State House at 11 o'clock for the reception by the Governor.

They had arisen early and breakfasted in their suite—an American breakfast of orange juice, toast and eggs but differing in the respect that they drank tea instead of coffee.

Before leaving the hotel, Consul-General Ransford Stevens Miller, representing the State Department, and Mrs. Francis Slattery and Maj. Edward J. Sampson, representing Gov. Ely, joined the party.

A crowd of about 200 persons cheered the party as it left the hotel for the State House in several motorcars, escorted by details of motorcycle policemen. At the request of the Prince, the party abided by traffic signals en route.

At the State House, Secretary DeWolf had ordered the Governor's office cleared, and among those who left on the order was Capt. George A. Parker, motor vehicle registrar.

LEGISLATORS APPLAUD

Four State troopers met the Prince and Princess at the State House entrance and escorted them to the executive chamber. Present were Col. Terrill Ragan and Maj. Paul Kirk of the Governor's staff, Mayor Michael J. O'Neill of Everett and Courtenay Crocker, head of the Boston Japan Society.

Fourteen additional troopers as well as the regular State House guards were on duty during the visit.

President Bacon of the Senate and Speaker Saltonstall of the House were present at the reception.

"I am delighted to welcome you to Massachusetts," Governor Ely told the Japanese.

Mrs. Slattery presented the princess with a bouquet in behalf of the women of the state and the governor gave the prince a solid gold paper cutter and a brand new penny—the latter in accord with the old adage that in presenting a sharp instrument as a gift one must always present a penny as guarantee that the friendship is not void.

THEY ACT AS MAYOR

President Bacon escorted the Prince and Princess to the Senate chamber where they took seats in the rostrum, the Prince at the president's right and the Princess at his left.

Before going to City Hall, the royal couple admired the Hall of Flags.

Both Prince Takamatsu and Princess Kikuko were for a few seconds, in turn, acting mayor of Boston. Mayor Curley relinquished his chair to each.

"You are now acting mayor and you can have everything except the salary," he told the Princess.

Both signed the guests' gold book and received keys to the city. The mayor kept them amused and smiling. To the prince he presented a framed photograph of the party taken on arrival.

The mayor invited the prince and princess to participate tomorrow in Boston's observance of Arbor Day at Boston Common exercises and to plant two Japanese jinkgo-biloba trees. The mayor will plant an oak.

Facing a day of receptions and fetes, which will culminate with a dinner at the Copley-Plaza tonight, the royal Japanese honeymooners started their program under a guard doubled as a result of the suspected plot.

Two police inspectors, Paul Crowley and William Condon, acted as personal bodyguards for the royal couple. Also with the party were Lieutenant Inspector John A. Dorsey and two men from the bureau of criminal investigation and three Department of Justice agents.

Prince Takamatsu had high praise for Supt. Michael H. Crowley, whom he referred to as the chief of police.

It was revealed that before arriving at the South Station last night the royal party had received word on the train that threats against the Japanese honeymooners had been made and that extra vigilance was being maintained.

Post 4/24/31

THREATENS PRISON FOR NEW RACKET

Mayor Probing Into
Tax Abatement
Petitions

Turning his guns on tax abatement racketeers operating in this city, Mayor Curley today will take the first step to put behind prison bars a ring of political lawyers and real estate sharps who have been reaping fortunes in the past from the municipal treasury.

DISBARMENT, TOO

Prison terms for the entire gang and disbarment as well for the lawyers have been promised by the Mayor in his campaign to stamp out the brand of racketeering which put both Chicago and Fall River in financial difficulties.

At his direction, Corporation Counsel Samuel Silverman this morning will open an investigation of 500 tax-abatement petitions, asking reductions of \$50,000,000 in valuation on property valued at \$150,000,000. He will place the evidence in the hands of District Attorney Foley as soon as possible and aid in the relentless prosecution of the ring.

Information reported at City Hall indicated that a number of very prominent lawyers and real estate experts had canvassed the large corporations here and urged them to file petitions for abatements ranging from \$500,000 to \$5,000,000. Some of the biggest names in real estate and legal circles have been linked up with the scheme.

Members of the ring, it was said, offered to secure the reduction, provided that they would receive half of the cut. Others agreed to take the case for a third. In a large number of cases they were retained after they had claimed influence with tax officials as an assurance of success in winning their cases.

cont

T. HAVENR 4/24/31

boys wanted to get you picture as acting mayor. You get everything but the salary.

GETS KEY TO CITY

There was general laughter in which the princess joined in her delightful way.

Mayor Curley presented the prince with a key to the city of Boston, assuring him that he hoped their stay would be a most happy one in every particular. To the princess, he presented an autographed picture of the group taken on their arrival at the station last night, in which the mayor and his daughter, Miss Mary Curley, had prominent place.

The entire party then left for the Copley-Plaza for luncheon.

This afternoon the party attend the concert at Symphony Hall, the prince and princess having long ago expressed an earnest desire to hear the famous orchestra led by Dr. Serge Koussevitzky. In this connection an amusing situation arose. There were no tickets available for the distinguished visitors. Some of the regular attendants at the concert came to the rescue and gave up their tickets to the Japanese guests.

DINNER TONIGHT

Tonight the big event of their visit comes in the official dinner of the city of Boston at the Copley-Plaza. Mayor Curley will be host and a long list of city and state notables will sit at table.

It developed today that two of the Governor's special reception committee, Mrs. Slattery and LaRue Brown, had received no invitations to the city's dinner. The third member, Maj. Sampson, had been invited. The Governor took up the matter with the city committee and it was declared the omission was unintentional. Special invitations were prepared and dispatched to the homes of the two omitted by messenger, thus smoothing out one difficulty.

Tomorrow the guests will enjoy a sightseeing tour of Boston. They are scheduled to visit the Museum of Fine Arts, President Lowell's home, where they will have luncheon; Harvard College buildings, Perkins Institution for the Blind, and in the evening the Gardner Museum, where there will be a formal reception.

Sunday they will go to Concord and Lexington. In the evening the Japanese residents of Boston will give them a dinner. Monday will be occupied with additional sightseeing in and around Boston, visiting colleges and institutions.

The party will leave Monday night for Canada.

Princess Acts as Mayor



Princess Takamatsu was caught by the camera men while occupying for a brief moment the mayor's chair at City Hall during the royal visit to Mayor Curley.

GLOBE 4/24/31

CENTRE-ST WIDENING APPROVED BY MAYOR

Land Damages of \$108,121
Involved in West Roxbury

A vote of the Street Commissioners for the widening of Centre st, West Roxbury, to 70 feet was approved by Mayor Curley last night.

The project will cost \$1,100,000. Land damages of \$108,121 will be paid owners of property along the street whose land will be affected by the widening. A total of 93 persons will collect damage awards from the city.

The largest award is \$11,500, which will be paid Frank M. Aldrich for 2612 square feet of land. Other large awards are: William E. Winchester, \$10,500 for 1636 feet and \$11,200 for 1547 feet; Nellie E. O'Neill, \$5900 for 1160 feet; Ayoub Maloof, \$4800 for 712 feet and \$4500 for 705 feet; Angelo Paladino, \$4600 for 694 feet; James A. Dickerson, \$2000 for 503 feet.

Takamatsu and His Bride Pay Official Visits

By AGNES CARR

Looking like an exquisite bit of porcelain statuary, a daughter of the royal house of Japan, with her illustrious husband, were received with formal ceremonies at the State House and City Hall today.

CLOSELY GUARDED

They are Prince Takamatsu and his bride the Princess Kikuko, in Boston for a stay of four days as a part of their country-wide tour. The royal party is staying at the Copley-Plaza and a small crowd stood outside to watch their departure for the State House at 11 o'clock.

The alarm that spread through the hotel last night shortly after the arrival of the party has subsided. It was reported to the police that two strangers had whispered in the lobby the dread word "assassinate," but double guards protected the prince and his bride and there was no disturbance of any kind.

A throng watched the guests mount the long steps to the main entrance of the State House. The royal visitors showed no nervousness. Princess Takamatsu smiled right and left and her husband, though more serious in demeanor, showed his pleasure at the interest manifested by the crowd.

CHARMING PICTURE

Accompanying the royal pair were Maj. Edward J. Sampson, representing Gov. Ely; Thomas J. A. Johnson, representing Mayor Curley; Courtenay Crocker, president of the Japan Society of Boston; Mrs. Francis E. Slattery and Mrs. Barrett Wendell, representing the women of Massachusetts.

The princess presented a charming picture in a frock of turquoise blue flowered chiffon, with the new and fashionable long lines. Her hat was a picture model in the same shade of blue with a lacy brim from under which her black eyes danced with enthusiasm. Her ecoteat was a harmonizing shade of blue with a gray fox collar. She wore smart black patent leather pumps and beige silk stockings. A lovely string of pearls completed her ensemble, which was admired by the feminine portion of the gathering with open comments.

Gov. Ely extended a gracious welcome to the visitors, expressing the hope that they would be able to visit some of the historical points throughout Massachusetts. Mrs. Slattery presented a bouquet of lilies of the valley and orchids to the princess saying: "I bring you these flowers in the name of the women of Massachusetts, and with them the hope that peace and prosperity may crown your nation for many, many years."

ENDEARED BY SMILE

With wistful smile which has already endeared her to every one she has met, the princess thanked Mrs. Slattery. The party then left the Governor's offices and visited the House and Senate. Here greetings were extended by Leverett Saltonstall, speaker of the House, and Gaspar Bacon, president of the Senate. They spoke of the friendly relations which had existed between the United States and Japan and hoped that this pleasant state of affairs would continue

Mary Curley Greets Guests



(Photo by A. P., Boston Traveler)

Left to right, Mary Curley, daughter of Mayor Curley, Princess Kikuko and Prince Takamatsu.

through the years.

In both houses, Prince Takamatsu was invited to say a few words, but he declined graciously. He speaks some English, but not enough to make an address. Returning to the Governor's office, the Governor joined the party and all proceeded to the Hall of Flags. The corridors were thronged with workers from the various offices, who were delighted to view the royal visitors.

The prince and princess were much impressed by the tragic beauty of the worn and tattered flags which tell the story of America's fight for freedom. Gov. Ely described each group of flags and the guests seemed to understand him without difficulty.

Gov. Ely's gift to the prince was a solid gold paper cutter, bearing the seal of the commonwealth, and also a brand new penny. The Governor explained to his guest that a sharp article must not be presented as a gift without a penny

as a guarantee that friendship will not be cut. The prince smiled broadly and expressed his thanks.

WIN FAVOR

The army of photographers which greeted the party outside were smiled upon by the princess. The royal party obeyed orders to "Look here, please." "Just a minute over here," with much graciousness, winning the unanimous approval of the camera artists.

The reception at City Hall was informal but very enjoyable to the visitors. Mayor Curley, in his felicitous manner, welcomed the guests cordially.

Both prince and princess signed the visitors' book. Their pictures were snapped while seated in the mayor's chair.

"Please, just a minute," said the mayor when the princess would have arisen after signing the book, "the

REALTORS DEFY MAYOR CURLEY

Sec. Lee Challenges Him to
Take His Evidence to
The Grand Jury

HEARD CITES CASES OF OVER-VALUATION

Mayor Curley's threat to hold lawyers, politicians and property owners accountable for conspiracy and barratry as a result of an investigation of more than 500 claims for tax abatements of 1930 taxes, was met last night by a virtual challenge by Charles Lee, secretary of the Boston Real Estate Exchange, for him to "take his evidence to the grand jury."

John Heard, a prominent Boston real estate man, gave out a statement in which he attacked Mayor Curley for assuming that persons who desire tax abatements are "racketeers." Mr. Heard challenged the statement of the mayor that over-assessment was true in "isolated instances" with a list of sections of the city where realty owners cannot obtain more than a fraction of the assessed valuation. He cited as a particularly flagrant example of over-assessment the Hotel Touraine property, where the lease return calls for "payment of city taxes and \$5000 per annum" on property valued in excess of \$2,000,000.

Mayor Curley's statement was made at the close of a conference of city officials and marked the first step in a campaign to forestall claims for reduced assessment from owners of property in high-value districts. Their investigation of the 500 claims disclosed that none had the "slightest merit." Included in the claimants were one railroad and one public service corporation. So pronounced is the campaign to reduce taxes that officials of the George Robert White Fund report a demand on the part of tenants of property owned by the fund for a decrease in lease rentals.

WOULD WELCOME ACTION

Charles Lee, secretary of the Boston Real Estate Exchange, said:

If there is any evidence of the crime of conspiracy, to which Mayor Curley refers, there is nothing the members of the Boston Real Estate Exchange would welcome more than to have him take it to the grand jury. But perhaps he hasn't the evidence.

I don't know what Mayor Curley has in his mind on this subject. If many persons are going before the court on tax abatements, it is not for Mayor Curley to decide whether their petitions have foundations; it is for the court to decide. The present session of the Legislature created a board of tax appeal, which will have jurisdiction over 1931

over-assessed, and common knowledge that some of it is under-assessed. The over-assessed section is larger in value but not in area.

I gave a talk to the assessors a year ago and went over the city, section by section, and the assessors didn't dispute my contentions to any extent. There have been many well advertised public sales, but not many actual sales. The city had a good example in its attempt to sell the old City Hall police station. The station was put up several times and was finally sold, but the city couldn't get anything like its assessed valuation.

QUOTES "DAVID IN HIS WRATH"

John Heard, a prominent real estate man, said:

David in his wrath said "All men are liars," and Mayor Curley, his turn, says in substance that all persons seeking abatements from excessive tax valuations on their real estate are racketeers. His honor's statement is just as accurate as was that of the worthy patriarch.

Last Saturday the mayor stated in The Herald and also in the city record that Boston real estate was over-valued only in "isolated instances." The Century dictionary defines "isolated" as being something "standing detached from others of a like kind." Perhaps his honor was referring to districts, and not to individual parcels; even so, it is very doubtful whether his statement would fall within the definition. In terms of district it is quite true that Beacon Hill property will sell for more than its assessment, and the same applies to certain outlying districts and to certain portions of the retail centres such as parts of Washington and Tremont streets, West street, Temple place, etc.

What of the entire market district where not one parcel in five will ring 60 per cent. of the tax valuation? What of the whole length of Hanover street? What of wharf properties? What of warehouses? What of State street, of Congress street to Atlantic avenue? What of the vicinity of Pearl, High and Oliver streets and of the territory between Federal street and Ft. Hill square? What of Beacon street and of Commonwealth avenue from Arlington street to Massachusetts avenue, generally regarded as the best residential part of the city?

What of the right hand side of India street, looking toward Atlantic avenue where hardly a single building is occupied? These may be, as his honor claims, "isolated instances," but the statement may be made and proved that these entire districts could be bought for not over 75 cents in the dollar of the city's valuation.

ONE UNVARYING VALUE

Only one thing has established unvarying "value," and that is gold. Even in that case the value is established by the standing bid of the United States treasury. Value is created by the figure at which one or more persons will buy taxes, but it provides a method for those who feel they are over-assessed.

If there is evidence of conspiracy the real estate exchange members would like it brought to an end. However, it is common knowledge that a great deal of the city is

much the ownership of that article will benefit its owner. Real estate is no exception.

The land and building occupied by the Hotel Touraine the city assessed at more than \$2,000,000. Not long ago the owners made a "Hollywood salary" contract for sale to the movie interests for a large sum. When the smoke cleared this sale disappeared and they have recently been forced to lease that property for the magnificent sum of city taxes plus \$5000 per annum. This, it is to be hoped, is one of his honor's "isolated instances," yet it is a fact. Is \$2,000,000 a fair value put on a property which yields its owners \$5000 a year—or 5 per cent. on \$100,000. Are valuations fair when the properties involved are offered for sale at anywhere from 50 to 80 per cent. of those valuations with no purchasers.

His honor protests against the high prices which the city has been forced to pay for land taken by eminent domain, and he maintains that the persons extorting these prices are racketeers. He is quite correct; but why, because the city is unscrupulously robbed on one point should it recoup itself by extorting unfair taxes from individuals trustees and institutions whose integrity is unquestioned, and who, incidentally, provide a considerable percentage of the funds which city hall spends? Racketeering is a good word, but it is one of be used indiscriminately. His honor might well consider the inaccuracy of King David's statement.

CURLEY APPROVES \$108,121 FOR LAND

To Allow Start on Centre
St., W. Roxbury, Widening

Awards aggregating \$108,121 for land taken from 98 owners were approved by Mayor Curley yesterday to permit an immediate start upon the widening of Centre street, West Roxbury.

The first work will be the laying of a sewer and in connection with the sewer project preliminary work in the widening of the roadway to 70 feet will be carried on.

The initial awards cover about one-half of the stretch of the street which is to be widened. The highest sum was awarded to Frank M. Aldrich, to whom the street commission allowed \$11,500 for 2612 feet of land. The only others awards of substantial amounts are \$11,200 to William E. Winchester for 1547 feet and \$10,500 for 1686 feet.

Of the 98 awards but 23 are in excess of \$1000. The smallest sum allowed is \$1 for one foot of land owned by Warren F. Freeman, Jr., son of the city's real estate expert during the Nichols administration.

GLOBE 4/25/31

NEWSBOY WEEK UNDER WAY WITH BOYS IN CITY OFFICES



MAYOR CURLEY SELLING NEWSBOY MAYOR SAUL NAGLIN A PAPER

Newsboy week proclaimed by Governor Ely got under way today and about two score newsboys, members of the Harry E. Burroughs Newsboys Foundation, called at City Hall and took over various departments of the city.

They first visited Mayor Curley's office, and after presenting the Mayor with a plaster bas relief, by Benjamin Fine of the Foundation, Saul Naglin, Newsboy Mayor, took over Mayor Curley's chair. The Mayor vacated the

seat, put on his silk hat and in a minute was transformed into a newsboy.

After visiting the Mayor the boys went through the building, and from City Hall proceeded to take over chairs in the Traffic Commission, Police Department, Park Department and other branches of the City Government.

For a time, some of the boys directed traffic near Police Headquarters.

When the boys came to the office of Traffic Commissioner Joseph A. Conry he assured Joseph Weinrebe, who was to act as commissioner, and Leo

Clougherty, assistant commissioner, that he was glad to cooperate in the scheme. Then suddenly he asked:

"Have you been in the Police Commissioner's office?"

When the boys replied in the affirmative, Mr Conry said, "It would be unfortunate to have that pleasure mitigated by sitting in my chair."

He then recited the speech of Henry V at the battle of Agincourt. When he finished, Weinrebe asked, "Can I have my picture taken sitting in your chair?"

"No!" said Mr Conry.

TRANSCRIPT

4/25/31

New Mayor at City Hall Just for an Hour



Boston Newsboys Learn Little But Have Much Fun

Group of Two Score Members of the Burroughs Foundation Visit City Hall, in Recognition of Newsboys' Week, Proclaimed by Governor Ely, and Figuratively Took Over the Affairs of the City. Picture Shows Saul Maglin as the Mayor, Buying the First Issue of "Boston Newsboy" from Mayor Curley

TRAVELER

4/25/31

Everything's Jake!

PRESIDENT HOOVER gets stuck in a traffic jam.
Mayor Curley has his car tagged.
Who says democracy is a failure?

Royal Visitors Attend Colorful Banquet



Her Imperial Highness, Princess Takamatsu, left, and Mary Curley, daughter of Mayor Curley, were caught by the Daily Record candid camera during the height of the brilliant banquet in honor of the royal Japanese honeymooners, Prince and Princess Takamatsu, at Copley-Plaza ballroom last night. More than 300 attended the colorful affair.

300 at City's Fete to Japan Royalty

With the ballroom of the Copley-Plaza festooned with Japanese blossoms and the flags of Japan and the United States, Boston's royal Japanese visitors, Prince and Princess Takamatsu, were officially entertained at dinner last night as guests of Mayor Curley.

More than 300 attended the banquet, including Governor Ely, Mrs. Alvan T. Fuller, wife of the former governor, members of the City Council and the State Senate and their wives.

The banquet brought to an end a day of official welcomes for the royal honeymooners who, among other things, enjoyed their first American concert when they attended the afternoon performance at Symphony Hall.

COMPLIMENTS COUPLE

Mayor Curley, in complimenting their imperial highnesses, said that the mistrust, born of misunderstanding between the people of Japan and the people of the United States, which had existed before the war, had been rapidly dispelled.

"As we love America and hope for her future," said the mayor, "let us so shape our course as to give no subject of Japan just cause for rebirth of that distrust and hate which for so long, like

the sword of Damocles, threatened the continued peace and goodwill of the two nations."

"I wish to thank you for kindness in affording the Princess and myself this delightful opportunity of meeting so many of the prominent citizens of the classic city of Boston," Prince Takamatsu said. "Boston is the American city that evokes in our mind more than a casual interest. Indeed it claims a warm place in the hearts of the Japanese."

After the Japanese and the American national anthems were played, the Princess Takamatsu was introduced. She arose, smiled beamingly but did not make a speech. Governor Ely spoke briefly, officially welcoming the distinguished visitors to the Commonwealth.

Early in the day, insisting that they be treated as private persons and not as royalty, the prince and princess visited the State House and City Hall, being welcomed by Governor Ely and Mayor Curley. The prince, informed of a reported plot against his life, cabled reassurance to his brother, the Emperor of Japan.

Hultman Upholds Police on Tagging

The uproar which echoed through Boston political circles over the tagging of Mayor James M. Curley's automobile appeared to have subsided today with no greater consequences than a widening of the breach between the mayor and Police Commissioner Eugene C. Hultman.

Although the police commissioner has requested a report of the case from Patrolman John J. Dolan, who tagged the mayor's car, and from Captain Martin H. King of the Milk street police station, and has announced his intention of "standing behind the police in the performance of their duties," the possibility of further action in the matter seemed remote.

"Until all the facts are before me," the commissioner said, "I can make no comment other than to reiterate that I am prepared to stand back of the members of the police department in the performance of their duties."

The mayor apparently has regarded the incident as closed since he mailed the tag which was affixed to his car while he was being shaved in a Province street barber shop to Leo A. Schwartz, former assistant corporation counsel and now legal advisor to the police commissioner, accusing him of ordering the car tagged to give vent to his "spite" for being ousted from the city zoning board.

Schwartz declined to make any comment on the mayor's letter. "I do not wish to say anything at this time," he said. "No man has ever heard me an unkind or an unfriendly thing of Mayor Curley. I have no fight with him."

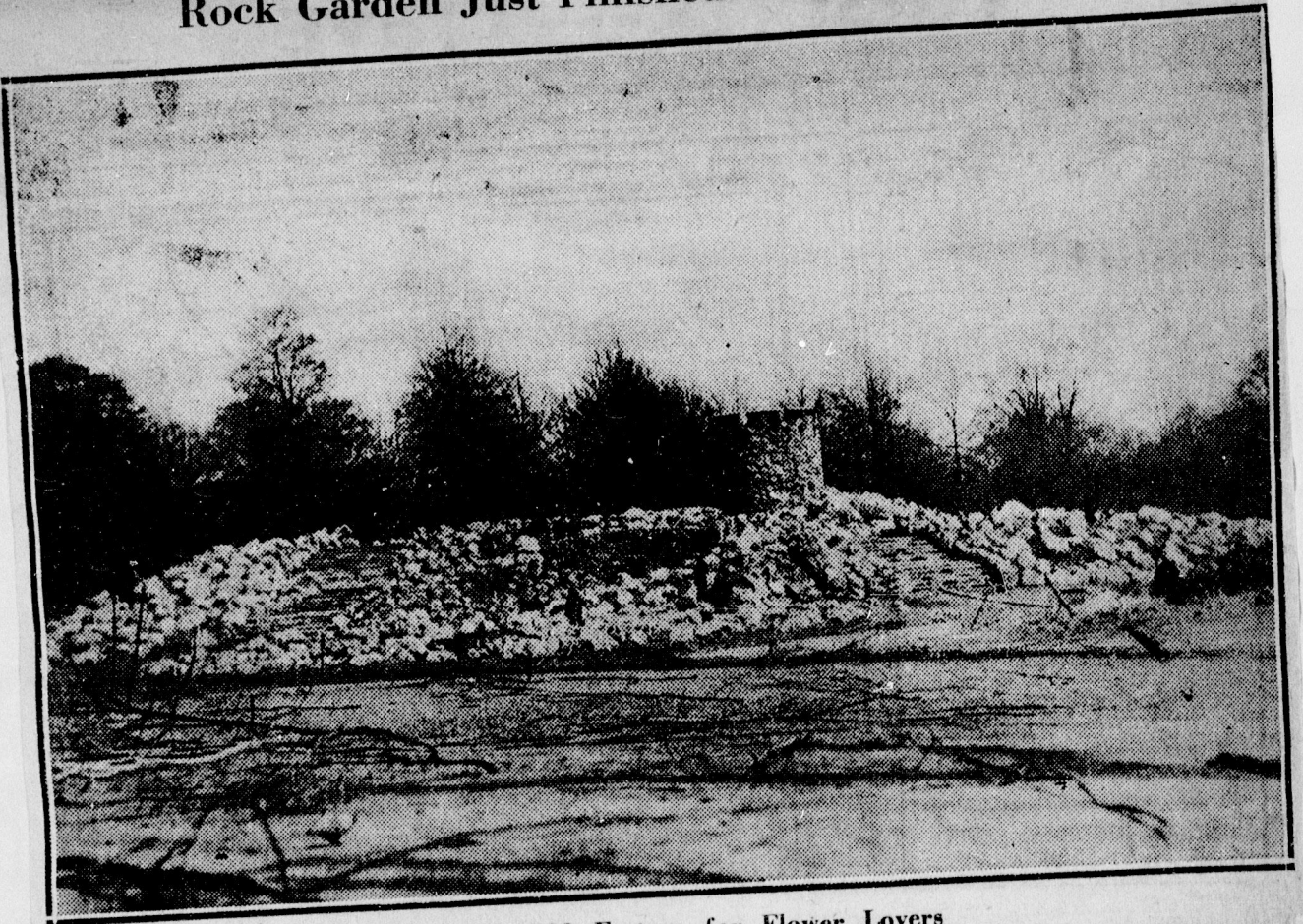
Should the police prosecute the mayor for violation of the parking regulations it would establish a precedent, for the first tag is merely in the nature of a warning in cases of minor infractions of the traffic laws and court action does not follow until further offenses of similar nature.

The only "courtesy order" which could be found today was the following, dated Jan. 20, 1930, when Herbert A. Wilson was police commissioner. Issued by Superintendent Michael H. Crowley, it reads:

"Division commanders will notify officers to retain in mind that the Massachusetts registration of His Honor Mayor Curley's car, is 5735 and his chauffeur's name is Mr. Charles Marston."

This was shortly after Mayor Curley assumed office.

Rock Garden Just Finished at Franklin Park



New \$50,000 Feature for Flower Lovers

Located in the Broad Open Space South of the Rose Garden and Bounded by the Herbaceous Border which Attracts Thousands of Visitors Annually

AN added attraction at Franklin Park this summer will be the rock garden, costing \$50,000, which has just been finished and which is now being planted. It is located in the broad space to the south of the rose garden, off Seaver street, and is surrounded by herbaceous borders.

Rock gardens are in high vogue this year, thousands of them having been installed on the large and small estates of New England. Chairman William P. Long of the park department recognized the trend in horticultural tastes three

years ago and expressed the desire at City Hall to substitute such an attraction for the long-planned lagoon. Mayor Curley gave his approval at the beginning of his administration.

The rock garden will undoubtedly take its place among the notable horticultural features of the season, for no expense has been spared in making it an outstanding feature. It is architecturally distinct, with its tower of ancient design and its lagoon and falling water over rocks that have been selected from various parts of New England, all

weather-beaten and of various sizes. Many of these rocks were taken from the old rock garden to the south of the bird house, which has been dismantled and the space planted with evergreens.

The rock garden is rivalled, as the year's added attractions in the park system, by the rose garden just finished in the Fens, and which is being planted with 1500 rose bushes of rare variety. This garden is not so large as that at Franklin Park, but is called the second best in any municipal park in the country.



Tag! You're It!

Mayor James M. Curley, inset, was hot under the collar yesterday after his car, parked in Province st. while he got shaved at Ofria's Barber Shop, above, was tagged by Officer John H. Dolan of Station 2, also shown above. Mayor Curley sent red-hot letter to Atty. Leo Schwartz, Police Commr. Hultman's legal aide.

Hultman Upholds Cops as Bitter Fight Opens

Open warfare between the mayor of Boston and the police commissioner was threatened last night following the statement of Mayor Curley to "take care of" the officer who tagged his car and the declaration of Commissioner Hultman that he would back the patrolman with the full strength of his office.

Defies Curley



COMM. HULTMAN

In a statement issued late yesterday the police head defied the mayor to do anything about the tagging of his auto and expressed his intention of standing behind Patrolman John F. Dolan of Division 2, who did the tagging.

The statement read in part:

"Until all the facts in this case are before me, I can make no comment other than to reiterate that I am prepared to stand back of members of the police department in performance of their duties."

The drive against traffic violators began yesterday at the express command of the traffic commission, and Mayor Curley was one of the first caught in the net.

CURLEY BLAMES SCHWARTZ

Curley immediately placed the blame for the tagging on Leo Schwartz, legal adviser to the police commissioner and former assistant corporation counsel who resigned from the city zoning board on Thursday at the request of the Mayor.

Bristling with anger Curley openly charged that he was tagged because Schwartz, whom he termed "assistant police commissioner," was removed from the zoning board.

The tagging of the mayor's car took place on Province st., where he has previously complained of parking conditions. The machine, operated by Charles Mannon, drew up before a barber shop where the Mayor stepped out for his morning shave.

It had been there only a few minutes when Dolan appeared and told Mannon that he could not park there. Mannon said that he told Dolan that it was the mayor's car, but that the officer tagged it nevertheless.

MAYOR IS PEEVED

Dolan stated last night.

"I did not know that it was the mayor's car. I am innocent of any attempt to embarrass His Honor in any way."

Mayor Curley took the tag angrily and after saying that he "would take care of Dolan," went to his office at City Hall.

He then enclosed the tag in the following note, which he addressed to Schwartz.

"Assistant Police Commissioner Leo Schwartz,

"Police Headquarters, 154 Berkeley st., Boston, Mass.:

Dear Sir—I beg to forward with my compliments tag placed upon the automobile of the Mayor of Boston this day within one minute and one-half after the automobile had come to a stop.

"I do not hold the officer, No. 256, responsible for this act, since I am satisfied that he was simply carrying out orders that had been received by him from you as assistant police commissioner.

"It is most unfortunate that the tagging was delayed, as your desire was simply to give vent to your spleen because of the request for your resignation as a member of the zoning board.

"The tagging is a day late. Consequently I am returning it with my compliments.

"Respectfully,

"JAMES M. CURLEY, Mayor."

Schwartz said last night that he had no comment to make since he had not received the tag nor the mayor's note.

It was learned that Commissioner Hultman has taken the stand that although an order was issued recently demanding that every courtesy be shown the mayor by police, it did not include immunity from traffic rules.

Dolan and Capt. Martin King of Division 2 have been ordered to return complete reports on the incident to the commissioner.

MAYOR REAPPOINTS 7 BOARD MEMBERS

Reappointment of seven members of municipal boards and commissions was announced by Mayor Curley yesterday as follows:

William P. Long, chairman of the park commission until April 30, 1934; Gordon Abbott, trustee of the Public Library until April 30, 1934; Frederick W. Rugg of Cambridge, trustee of the statistics department until April 30, 1935; Walter S. Gerry, member of the board of appeal until April 30, 1936; James R. Gibson, member of the board of zoning adjustment until April 30, 1936; Joseph P. Manning, trustee of the City Hospital until April 30, 1936; and James P. Balfe, trustee of the statistics department until April 30, 1936.

ROYAL VISITORS FROM JAPAN RECEIVED BY MAYOR



Mayor Curley, Prince Nobuhito Takamatsu and Princess Kikuko Takamatsu during the informal ceremony during which the mayor formally extended to the royal couple, at City Hall, the greetings of Boston's citizenry.

rival at the South station Thursday night.

Both occupied the mayor's chair for a brief moment while they signed the visitor's book. The princess laughed heartily when Mayor Curley, as she was about to rise after signing, asked: "Please, just a minute. The boys want to get a picture of you as acting mayor. You get everything but the salary."

Nearly two hours of this morning's schedule is set aside for the event the prince most keenly anticipates of all during his Boston visit—a browse around the Museum of Fine Arts. The party will arrive at the museum at 10 A. M. and do not plan to return to the hotel until 11:45.

At 1 P. M. they will be met by President A. Lawrence Lowell of Harvard University at his Cambridge home, and after a drive through the grounds of the University, will be his dinner guest. They will see the Longfellow house at 3:15 P. M., and 20 minutes later will depart for a short visit to the Perkins Institution for the Blind.

A formal reception will be given in their honor at the Gardner Museum from 9 to 11 P. M.

MAY PLANT TREE

Royal Visitors Invited to Take Part In Arbor Day Exercises

Prince and Princess Takamatsu were invited by Mayor Curley yesterday to participate, today, in the municipal observance of Arbor day. The plan of the mayor, to plant an American oak tree on the Common directly opposite West street, will be elaborated by the planting of ginkgo biloba trees by the Japanese visitors.

Park Commissioner Long reported to the mayor that this popular little Japanese tree is available for planting and if the engagements of the Prince and his consort permit, they will add trees of their country to the varied collection on the Common.

Mayor Cuts Youngman's Name from Dinner List

The name of Lt.-Gov. William S. Youngman was among the long list which the Japan Society of Boston gave to Mayor Curley as suggested recipients of invitations to the city's formal dinner to Prince and Princess Takamatsu last night, it was learned. The mayor, in cutting down the list to the number of available places at the dinner, personally struck the Lieutenant-Governor's name from the list, it was learned.

PRINCE LAUDS CITY FOR GIFTS TO COUNTRYMEN

Takamatsu, Honored at
Brilliant Dinner, Stresses
Cultural Aid

ROYAL PAIR SPEND STRENUOUS DAY

Received by Governor and
Mayor—Attend Sym-
phony Concert

Their imperial highnesses, the Prince and Princess Takamatsu of Japan, yesterday fulfilled a major part of their announced determination to see all phases of American life by rushing through a round of the official, musical and social life of Boston.

They were hustled through crowds at the State House and City Hall in the morning, during the afternoon listened to the strains of a Boston symphony concert, and last night were guests of honor at a banquet given by Mayor Curley and attended by 500 distinguished leaders in the social and political life of the city.

PRINCE'S ONLY ADDRESS

The elaborate dinner, for which the ballroom of the Copley-Plaza Hotel was brilliant with the colors of the United States and Japan and decorated with a profusion of spring flowers, brought forth the first public address—and probably the only one—to be made by the younger brother of Japan's Emperor during his Boston visit.

He exhibited a thorough knowledge of the traditions of Boston and the associations of New England with his native country. He mentioned Emerson and Longfellow, the Museum of Fine Arts and the courageous New England pioneers who sailed from this coast to open trade with the then dimly-known Orient.

"Few Japanese think of Boston without thinking of the great institutions of learning and education which made this centre of culture justly famous, and to which Japan owes much for her progress, especially in the early stages of her new regime," he declared. "Many of the Japanese who studied in one or another of these institutions have come to occupy high places in our councils of state and in various other fields of activity."

He spoke warmly of the welcome which has been accorded him here, and declared he and the princess would carry back to Japan "the most pleasant memories of our sojourn."

SPEAKS IN JAPANESE

Prince Takamatsu read his prepared speech in Japanese. His voice was full and easily heard in all parts of the ballroom. When he had completed the address, it was translated by Takeo Yamagata, master of ceremonies.

Expressions of the happy relations between the United States and Japan, with particular reference to the forwarding of this spirit through the visit of the young prince and his bride, were the central points of addresses by Mayor Curley, Gov. Ely and Courtenay Crocker, honorary consul for Japan and president of the Japan Society of Boston.

The princess, fashionably gowned and wearing a necklace of exquisitely cut large diamonds, heard herself described by the mayor, with whom both she and the prince chatted during the dinner, as "the most beautiful lady in all Japan." Although both have a limited command of English, the prince studiously avoids all but Japanese in his public utterances.

Mayor Curley declared that the friendship between Japan and the United States is doubly strong because it was forged during the trying days of the world war. He spoke of the visit of the royal couple as a contribution to "the continued peace, happiness, good will and brotherhood between the Yankees of the East and the Yankees of the West."

PRESENTS WRIST WATCHES

The Governor's welcome was a brief utterance in which he said that as Governor of the commonwealth he extended for its people "an expression of most cordial feelings toward your people. It is indeed a great delight that we are given this opportunity of according you a great welcome."

Mayor Curley presented Prince Nobuhito and Princess Kikuko each a white gold wrist watch. He called on the princess to address a few words to the audience, but she motioned to her husband, indicating that he would do all the talking for both.

Maj.-Gen. Fox Conner, head of the 1st corps area and representing the army, told of a visit made to Honolulu by Prince Takamatsu while he was stationed there. The prince, an officer of the Japanese navy, was in charge of the coaling detail when Gen. Conner visited the Japanese flagship. "He looked the part," said Gen. Conner, "and I thought at that time that his outstanding trait was devotion to duty, something we Americans admire. Now," he added, with a glance at the princess, "I feel that his outstanding trait is taste and good judgment."

Adm. Louis M. Nulton, head of the first naval district and representing the navy, told the royal couple that in visiting Boston they had entered a community whose members had entered every phase of American life from the beginning of the nation. Visits of the type being made by the royal pair held to promote goodwill he said. He closed with the naval remark, "Glad to see you on board."

ATTEND CONCERT

Attendance of the young members of royalty at the symphony concert created more interest among the audience than the appearance of any of the many

celebrities at the concerts in several years. Hundreds of concert listeners left their seats during the intermission and milled about the narrow corridor of the royal party's box to catch a glimpse of the couple.

It was clearly the princess who was the object of the corridor crowd's attention. As she walked demurely behind her husband in crossing to an ante-room where both were presented to Conductor Serge Koussevitzky, the remarks were all such as "She's the one in the red hat," "Isn't she adorable," and the like.

Prince Takamatsu, long before reaching Boston, had expressed a wish to hear the symphony orchestra. A special box in the second balcony, made possible because several regular patrons freely gave up their season seats for the occasion, was occupied by the royal party.

Frederick P. Cabot, president of the orchestra, and other trustees and their wives, were hosts. In addition to the Japanese, occupants of the box were Courtenay Crocker, president of the Japan Society, Judge Cabot, Mr. and Mrs. N. Penrose Hallowell, Mr. and Mrs. William Phillips, and Mrs. Koussevitzky.

Both prince and princess applauded frequently. The princess continued her handclapping after her husband had ceased in particular delight at the solo by pianist Jesus Maria Sanroma.

Presented to Koussevitzky during the intermission, both prince and princess congratulated him in well-chosen English on the excellence of the concert. Princess Kikuko smilingly accepted the tribute to royalty when the symphony leader bowed to kiss her hand.

The ever present police detail, taking extra precautions as the result of the rumored plots on the lives of Prince Takamatsu Thursday night, watched all entrances and the corridors inside Symphony hall. Inspectors Paul Crowley and William Condon remained with the couple throughout the concert, and Inspectors John Dever and John McGovern kept close watch of the corridors leading to the royal box.

The first appearance of the couple yesterday morning, when they left their suite at the Copley-Plaza for the State House, found their greetings to the small crowd the same as the previous night's. The prince was solemn and unbending, while the princess flashed smiles at everybody.

Gov. Ely presented the prince with a solid gold paper cutter, bearing the seal of the commonwealth, and a shining new penny. The Governor drew one of the infrequent smiles which occasionally lightens the prince's face when he explained that a sharp article must be presented only with a penny as guarantee that friendship will not be cut.

In both the House of Representatives and the Senate, the prince was invited to say a few words, but declined. Leverett Saltonstall, speaker of the House, and President Gaspar G. Bacon of the Senate spoke briefly.

From the State House, the royal honorees went directly to City Hall, where Mayor Curley greeted them and presented the prince a key to the city and the princess an autographed picture of the group taken on their ar-

HERALD 4/25/31

CHOOSE YOUR PARTNER!



By CARL ROSE

unt

HERALD

4/25/31

Post

4/25/31

brought about Schwartz's resignation from the zoning board.

In spite of the amount of controversy which followed the tagging of the mayor's car, there are still those who believe that Patrolman Dolan did not recognize the machine and tagged it without knowing to whom it belonged.

Some time after Hultman became police commissioner orders were sent out to be read at all stations pointing out that the mayor's car bore the registration number 576 and that it was to be extended courtesies at all times, which meant that it was not to be tagged.

Yesterday, however, although the car in which Curley was riding bore his 576 registration plates, it was not his own car, which is marked by the seal of the city in gold on the rear doors.

MAYOR'S CAR UNDER REPAIR

The mayor's own car is under repair and he was using temporarily a similar machine to which he had transferred his own plates.

His former number was 350, the registration number now used by his daughter, Miss Mary Curley, and it was thought that Dolan may have been carrying that number in his head as the mayor's number.

According to Dolan several citizens told Mayor Curley that his car had been tagged when he came out of the barber shop. Manion, the chauffeur was not present at the time.

One man volunteered to "fix matters up" but the mayor replied "Nothing doing," then turned to the policeman and said, "I'll get you."

Mayor Curley later denied the last statement through his secretary, Cornelius A. Reardon.

Traffic Commissioner Conry, asked to comment on the situation, said, "It's a very nice day."

MAYOR REAPPOINTS SEVEN BOARD MEMBERS

W. P. Long to Head Park Commission Till 1934—Others Named

Reappointment of seven members of municipal boards and commissions was announced by Mayor Curley yesterday as follows:

William P. Long, chairman of the park commission until April 30, 1934; Gordon Abbott, trustee of the Public Library until April 30, 1934; Frederick W. Rugg of Cambridge, trustee of the statistics department until April 30, 1935; Walter S. Gerry, member of the board of appeal until April 30, 1936; James R. Gibson, member of the board of zoning adjustment until April 30, 1936; Joseph P. Manning, trustee of the City Hospital until April 30, 1936, and James P. Balfe, trustee of the statistics department until April 30, 1936.

NEW FIRM TO GET CONTRACT

Follows Probe of Traffic Signal Light Awards

In the wake of the Finance Commission's investigation of the awards of traffic signal light contracts to the American Gas Accumulator Company during the past two years, it was learned last night that the firm's monopoly here has been broken.

Within a few days the city will award its fifth contract for signal lights amounting to about \$20,000 and it will not go to the firm which has provided all the traffic lights to date.

At the present time the Boston Traffic Commission, on recommendation of the Finance Commission, is investigating the reasons why all the previous contracts were given to the one firm, despite the fact it was not the lowest bidder on any occasion.

ROYAL COUPLE TO PLANT TREES TODAY

As a special feature of the Arbor Day observance here, Mayor Curley has invited Prince and Princess Takamatsu of Japan to plant two of their native ginkgo biloba trees on the Common at 11:30 o'clock this morning.

The Mayor himself will spade in an American oak near the famous old elm opposite the West street entrance to the Common on the approach to the Frog pond.

BOSTON MOVES TO END NOISE

Curley Will Be Asked to Name Group to Plan Abatement

PLANNING BOARD STUDIES SITUATION

Steps toward abatement of unnecessary noises in Boston, which experts regard as a serious impairment of human efficiency, will be taken by the city planning board Wednesday.

In co-operation with the campaign inaugurated by The Boston Herald to emphasize the opportunity of a noise-abatement campaign in Boston, certain to be productive of benefits comparable with those achieved in New York and other cities, the planning board proposes, on the basis of preliminary study, to advise Mayor Curley of the necessity of an investigation of conditions that are susceptible to correction.

In advance of positive action by the board, which will have at its disposal the recommendations of experts who have discovered numerous opportunities

to eliminate various forms of noise, it is regarded as certain that Mayor Curley will be asked to create an anti-noise commission to which will be delegated the responsibility, in conjunction with the planning board, of formulating recommendations to meet the necessity for abatement of avoidable causes of disturbance.

It has been suggested, and it is probable that the suggestion will be included in the report to be made to the mayor late next week, that the creation of an investigation commission should result in the granting of representation on such a commission to delegates of the Women's Federation of City Clubs, the Boston Real Estate Exchange, which already has a committee studying the subject, Health Commissioner Francis X. Mahoney, an engineer from one of the municipal departments, and several citizens who are interested in the campaign and who are willing to give the benefit of their knowledge and experience to the movement.

Only the members of the planning board will discuss the recommendations which will be submitted Wednesday by Miss Elisabeth M. Herlitz, secretary of the board, and Alvah J. Webster, an engineer, who was connected with noise-abatement campaigns in New York and elsewhere.

Preliminary study of the noise problem has provided evidence that Boston is not as seriously affected by avoidable noises as was New York and other cities, where there has been marked progress in forcing the abatement of unnecessary disturbances.

The study which the planning board has already made has indicated that there is a wide variance of opinion among Boston residents about noises which should be abated. Some object vigorously to barking dogs, others consider the cries of prowling cats as the most raucous of night noises, while most protest against allowing newsboys to utter shrill cries to attract customers.

Mayor Curley has shown deep interest in the matter of noise-abatement and the advice of the planning board is certain to result in specific action with an ultimate request of the city council for the enactment of ordinances which would impose a penalty on the makers of unnecessary noise.

NO FAVORITISM FOR CURLEY CAR, HULTMAN RULES

POLICE CHIEF STANDS BEHIND TRAFFIC OFFICER

Councilman Demands Tag
Mayor Sent Schwartz
Be Returned

OPEN BREAK SEEN BETWEEN OFFICIALS

Curley, in Note, Calls Legal
Adviser 'Assistant Com-
missioner'

Mayor or no mayor, James M. Curley must take the consequences of having his automobile tagged by the police the same as any other man in the street.

At least Police Commissioner Hultman has said it and City Councilman Clement A. Norton of Hyde Park demands it.

Meanwhile, the tag placed on the mayoral car yesterday in Province street is in the mails on its way to "Assistant Police Commissioner Leo A. Schwartz," together with a curt note from Mayor Curley indicating that Schwartz had better forget it.

BRINGS OPEN BREAK

The parking row, which produced satire, humor, derision and even verse from the pen of Traffic Commissioner Joseph A. Conry at Commissioner Hultman's expense, has brought about an open break between the latter and Mayor Curley.

Friends of Hultman pointed out that Conry's bitter attack on Hultman must

have been made with the "knowledge and consent of the mayor, since Curley has never reprimanded Conry, although the traffic commissioner is very close to the mayor and often represents him at public functions."

HULTMAN AROUSED

Nettled by Mayor Curley's publication of his sarcastic note accompanying the tag placed on his car, Commissioner Hultman last night issued a statement that Mayor Curley can expect no more privileges than the ordinary voter. He said:

Until all the facts are before me, I can make no comment other than to reiterate that I am prepared to stand back of members of the police department in the performance of their duties.

Councilman Norton declared he will demand that Commissioner Hultman return the tag to the mayor and treat the case as though Curley were any unprivileged citizen.

"The same law applies to beggars and millionaires in Boston," he said. "A week ago the mayor looked down on the very spot where his car was tagged yesterday and ordered the police to do their duty. There is one law in Boston, and it doesn't make any difference to whom it applies."

SCHWARTZ DENIES BREACH

Schwartz's only contribution to the tiff was a brief denial that he is on the outs with the mayor.

"I do not wish to say anything at this time," he said. "No man has ever heard me say an unkind or an unfriendly thing of Mayor Curley. I have no fight with him."

Nevertheless, he had a bitter pill to swallow when Mayor Curley made public his letter to Schwartz, alleging that the latter was venting his spleen for being ousted from the zoning board by ordering police to tag the mayor's car.

The letter was as follows:

Assistant Police Commissioner Leo A. Schwartz,
Police headquarters, 154 Berkeley street, Boston.

Dear sir—I beg to forward with my compliments the tag placed

upon the automobile of the mayor of Boston this day within one minute and one-half after the automobile had come to a stop.

I do not hold the officer, No. 256, responsible for this act, since I am satisfied that he was simply carrying out orders that had been received by him from you, as assistant police commissioner.

It is most unfortunate that the tagging was delayed, as your desire was simply to give vent to your spleen because of the request for your resignation as a member of the zoning board.

The tagging is a day late. Consequently I am returning it with my compliments.

Respectfully,

JAMES M. CURLEY,
Mayor.

CALLS FOR FACTS

Hultman started to prepare for the encounter which is bound to come by asking for reports from Patrolman John J. Dolan, who placed the tag on the mayor's machine, and Capt. Martin H. King of the Milk street police station.

Patrolman Dolan reported that Curley's car was parked for eight minutes on the outside of a double line on the right-hand side of Province street.

When the mayor ordered Charles Manion, his chauffeur, to stop the car in Province street while he had a shave, he was halting in dangerous territory.

Early this month he had looked down into Province street from his office and had decided the police department was not doing its duty in keeping the thoroughfare clear of congestion.

CAUGHT IN OWN NET

He ordered Traffic Commissioner Conry to go to Police Commissioner Hultman and see that something was done about it. The result was the break between Conry and Hultman, which to date has produced several columns of literature by Conry and the brief response, "Buffoon," by Hultman.

Nevertheless, six or seven policemen have been doing traffic duty daily in Province street ever since and it was one of these, Patrolman Dolan, who found the mayor doing the very thing which he had ordered the police commissioner to stop.

In the mayor's reaction to the tagging yesterday, local political observers saw what promises to be a hot attack by Curley upon Hultman, based on the mayor's allegation that Leo A. Schwartz, Hultman's personal advisor, has usurped the duties of the police commissioner.

Within the past few days two cars of the corporation counsel's department have been tagged on Province street, although it had been understood that they were not to be molested. Corporation Counsel...

unt

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of those who were to receive the couple. He was not present. He was represented by his aide, Major Edward J. Sampson.

Mayor Curley's public statement in his flare-back over Youngman's first declaration was one of the hottest—if not the hottest—ever flung at a State official.

Youngman had actually opened the affair publicly yesterday after it was noticed he was ignored when 500 invitations were issued to the municipal banquet given at the Copley-Plaza, Friday night, in honor of the Prince and Princess Takamatsu.

"I can see how a great aristocrat like Mayor Curley, whose name has graced the city's payrolls in white-collar positions since he was a boy, would not want to offend royalty by having among guests of the city a Republican Lieutenant-Governor who once earned his living by the work of his hands."

It was following this statement that the Mayor issued his statement, which was followed up by a second statement from Youngman.

Comeback by Youngman

The Lieutenant-Governor's formal statement on this was:

"The Mayor does not deny the statement in the press that he personally struck off the name of the Lieutenant-Governor from a list furnished by the Japan Society, of which Mrs. Youngman is a member.

"Of course, the Mayor wishes to imply that the Japan Society furnished him a list of officials, some of whom were not gentlemen and whose wives were not ladies."

Informally, the Lieutenant-Governor stated that he did not hold the Japan Society responsible for the affair. He said he was certain such a list had been prepared and that the names of his wife and himself as invited guests had been published.

"The Mayor personally struck off the names," he asserted.

Corporation Counsel Has Full Power to End Prosecutions

Police Commissioner Hultman is powerless to prosecute Mayor Curley for violation of the traffic rules. Traffic police can tie a tag on the Mayor's car every day in the year, but the Mayor can laugh at them. He has the legal power to stop court action. Through an old law, he is 100 per cent exempt from the penalties of the traffic regulations in Boston.

This amazing fact was disclosed last night by Corporation Counsel Samuel Silverman, head of the city law department, following an examination of the general laws.

In brief, the law makes the city's corporation counsel the virtual czar of the traffic situation, provided he desires to use his power. But so far as the parking of the Mayor's car is concerned, Silverman said "Let the police go out and tie a million tags on the Mayor's car. It will not get them anywhere, because I will stop every one of them."

The corporation counsel explained that under the law dating back to 1853, he has the power of a district attorney to not pros any complaint in the courts for violation of the traffic rules, or the regulations drawn up by any city department.

Practically Unlimited Power

Not only can the head of the city law department stop prosecution of the Mayor, but he can make it useless for the police to tag the car of Miss Mary Curley, the Mayor's daughter, or almost anyone else.

"This power has rarely been used," said Silverman, "but if the police commissioner permits this tagging business to be carried to the point of absurdity by interfering with the city services, then I will exercise my statutory right.

"If his men are ordered to tag machines which must be available for city business, they can obtain their complaints in court, but I will go to the courthouse and not pros every one of them," the corporation counsel warned.

It would merely be necessary for him to go to the court clerk's office and enter a not pros on each complaint, ending court action. The police could obtain other complaints for later offences, but the corporation counsel would continue his policy of not prosing, he insisted, adding that he would see that they did not get a single case against the driver of an official city car through the courts.

Same Authority to His Aides

Authority to stop the police prosecutions was found by Silverman in Section 15, Chapter 278, of the General Laws, which apparently makes him supreme not only in traffic rules, but also in all other regulations of municipal origin. Should the traffic tags come too fast for him, he is empowered to invest his eight assistant corporation counsels with the same authority.

The provision of law to which the corporation counsel referred states: "In a prosecution before a district court or trial justice under the by-laws, ordinances, orders, rules or regulations of a city or town, the city

solicitor, town counsel or other person appointed to represent such city or town may enter a nolle prosequi or do anything relative to such prosecution which may be done by the district attorney."

This, according to Silverman, gives him the right to step into court and stop any prosecution for violation of the thousands of rules and regulations drawn up by the traffic commission, health department, building department or other Boston administrative boards.

Seldom has the law been exercised, he said, recalling a case, some years ago in West Roxbury, when the city law head stepped in to stop prosecution of a man who had been brought into court by his political enemies for keeping a barking dog.

"I don't want to use this power," explained Silverman. "My desire is to co-operate with the police commissioner. It is my duty to assist city officials. But if he wants to carry out his childish drive against city cars just because he is having a silly quarrel with Traffic Commissioner Conry, then I will have to step in to protect the proper performance of the city's business.

Ultimatum to Hultman

"I do not believe that the police commissioner should allow his men to persecute the city departments by tagging the city machines and letting others go. I have been keeping quiet in this row, but I am not going to allow this tagging drive to be carried to the point of fanaticism," said Silverman.

"I agree with the police commissioner that the regulations should be enforced," said Silverman, "but I am going to insist that they be enforced with some degree of sanity. The police department must act with at least a little sense and reason.

He charged that in the past few weeks, the police had interfered with the proper operation of the law department by forcing Assistant Corporation Counsel Julian D. Rainey to take the time to go over to Commonwealth Pier and explain to Registrar George A. Parker why he had parked his car in the street near the law department headquarters. The registrar of motor vehicles dropped the case immediately, Silverman said.

One of the law department investigators had picked up four parking tags in 20 minutes and at least eight officials of the law office had been tagged within the past few weeks, he said.

Ignored Special Cards, He Says

It was necessary for his men to park in the streets near the law department because they drive emergency cars that must be available at a minute's notice. Yet, he said, the police have continued to place tags on the machines, though they bear special cards issued by Traffic Commissioner Conry.

The form of the card used in the law department cars, he said, had been approved by Police Commissioner Hultman and his legal adviser, Leo Schwartz, when the latter was assistant corporation counsel, Silverman stated.

"Though I want to co-operate with them in the enforcement of the traffic rules, I fear that I can't for the simple reason that they have gone mad in the battle of absurdity with the traffic commissioner," said Silverman.

USELESS TO TAG ANY CAR OF MAYOR'S

Hultman Powerless
to Prosecute for
Violations

OLD LAW EXEMPTS
CURLEY ENTIRELY

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SAYS YOUNGMAN NO GENTLEMAN

Curley Says Dinner for Japanese Royalty Was Gathering of Ladies and Gentlemen, Hence Failure to Invite Lieutenant-Governor to Attend Function as Guest

Youngman Lashes Mayor---Calls Him Aristocrat Long on Payroll of Boston

Says He Would Not Include on List Man Who Once Worked With His Hands

Mayor Curley and Lieutenant-Governor Youngman last night became embroiled in a bitter battle of words, which threatened to overshadow any of the recent controversies between officials in the city.

The controversy, starting when the Lieutenant-Governor declared the Mayor had deliberately stricken his name and that of Mrs. Youngman from a list of guests invited to attend a city banquet to Prince Tak-

amatsu of Japan and his bride, reached fever heat when the Mayor issued a public statement asserting the Lieutenant-Governor is "no gentleman."

"An invitation was extended to the official representative of the Commonwealth, his Excellency the Governor, Joseph B. Ely, to attend Boston's banquet tendered to the Prince and Princess Takamatsu, and it was accepted by the Governor as representing the Commonwealth of Massachusetts.

"The statement as given to the press by Lieutenant-Governor Youngman furnishes ample reason, if any were

necessary, for the failure to invite him—it was a gathering of ladies and gentlemen."

The Lieutenant-Governor, hearing of this thrust, was plainly perturbed. He issued a second statement in which he declared the Mayor wishes to imply that the Japan Society furnished the Mayor with a list of officials "some of whom were not gentlemen and whose wives were not ladies."

Square Up to Mayor

He said, moreover, that the situation was squarely up to the Mayor. He absolved officials of the Japan Society from any responsibility and said that, as a matter of fact, the Japan Society had furnished the names of Mrs. Youngman and himself as among those they wished invited to the city function.

The Lieutenant-Governor asserted that Mrs. Youngman has attended previous functions of the Japan Society as a member. He said he could not get in touch with her last night for a statement concerning her activities with society.

Meanwhile, with Prince Takamatsu and his bride still in the city as recipients of whole-hearted receptions everywhere, great concern was felt in certain quarters last night over the controversy between the Mayor and Lieutenant-Governor.

The Mayor, taking part in many of the affairs in connection with the visit of the royal couple, was present last night at the reception to them in the Gardner Art Museum. Society turned out almost enmasse to greet them there.

Not at Gardner Museum

The Lieutenant-Governor, who was busy elsewhere, was not among those to appear. His name was not on the list of those who had been invited to receive the royal couple in the Museum. The list had been prepared by the Japan Society.

Governor Ely's name headed the list

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NEWSBOYS WIN PLACE IN NEWS

Burroughs Foundation Is
Host to Sir Hubert Wil-
kins During Day

BOYS RUN CITY HALL, SNUBBED BY CONRY

Boston newsboys, who usually sell the news, yesterday got themselves in the news several times.

First, Harry E. Burroughs, who founded the Newsboys' Foundation, was threatened with arrest when he ordered the door of the radio control room at the Parkman bandstand opened by force after a delay of 30 minutes had been caused by lack of a key to open the door. A New England-wide hook-up of radio stations, over which it was intended to broadcast the newsboys welcome to the noted explorer, Sir Hubert Wilkins, was nearly missed.

Second, 30 newsboys from the foundation invaded City Hall to "run the city for a day." They went to other buildings, where important city departments are housed. At police headquarters, Traffic Commissioner Joseph A. Conry rose up in his dignity and refused to allow the newsboy representative to occupy his chair for a moment, not even to have his picture taken.

REJURNS INDORSED CHECK

Third, a newsboy who sells the Boston Traveler at Governor square, Herbert Trainor of Dorchester, found an indorsed check for \$900 on the Norwood Trust Company, and turned it over to the manager of the Kenmore branch of the National Shawmut Bank.

Sir Hubert Wilkins, who will attempt to sail under the ice at the north pole in his submarine, Nautilus, was met by newsboy representatives at the Back Bay station and taken to the bandstand. When representatives of station WNAC could not open the radio control room under the bandstand and a delay of 30 minutes had resulted, Mr. Burroughs assumes responsibility for breaking in the door.

Patrolman Edward Winn of the Charlestown station, assigned to the bandstand for the exercises, took the names of Mr. Burroughs and several newsboys. He will make a report to Capt. Jeremiah E. Gallivan of the LAGRANGE street station, who will make the decision as to whether Mr. Burroughs will be summoned to court. It was recalled yesterday that Mayor Curley during his campaign also assumed responsibility for forcing the same door.

LONG OUT OF TOWN

Park Commissioner William P. Long, it was learned, is the only city official with a key to the control room. He apparently took seriously the information that a newsboy would take his job for the day, for he left town. Fast work by a special radio crew made it possible to get the use of the radio stations for 15 of the 60 minutes assigned.

Judge Michael Murray of the municipal court introduced Sir Hubert, who

congratulated the newsboys on Newsboys week and said he had given up a chance to make tests with his submarine in the Hudson river to be present. He lauded their ambition and desire to improve their lot and that of their fellow-citizens.

Morey Frankel of the jewelry class of the foundation presented Sir Hubert with a horseshoe plaque of copper, with a silver submarine in the centre as a token of good will. Sir Hubert promised that it will be carried in his polar submarine. Among those present were Alexander Brin, editor of the Jewish Advocate; Dr. Leroy S. Miner, dean of the Harvard dental school and head of the advisory dental council of the foundation, and Thomas A. Mullen, representing Mayor Curley. Stanley C. Sloninski led the newsboys' orchestra of 20 pieces.

CONRY NOT CORDIAL

At all city posts the newsboys were greeted cordially except at the traffic commission offices. Saul Naglin occupied Mayor Curley's chair, Warren Reardon became city clerk, Morris Weinberg was city treasurer, Barton Brown became city censor, Henry Mazer was health commissioner, Noel Jackson was park commissioner, Leon Poock was fire commissioner, Louis Caplan was police commissioner. Benjamin Fine presented Mayor Curley with a bas-relief of the chief executive.

Joseph Weinrebe of Jamaica Plain was to be traffic commissioner. He was accompanied to the commission offices by Caplan, Leo Cloughery as assistant traffic commissioner, and Leo Goodman as assistant superintendent of police. Commissioner Conry wanted to know who had made arrangements for the affair and was told "City Hall." He then refused his chair to be occupied by Weinrebe, whose request that he be allowed to sit in the chair while a photograph was taken was also refused.

Conry then recited some poetry, and closed with the words: "It would be unfortunate to have that honor mitigated by having you sit at my desk." During the conversation he said he was "too busy" to comply with the newsboys request. Weinrebe left the room, downcast.

PRAISED FOR HONESTY

Herbert Trainor, the Traveler newsboy at Governor square, found the \$900 check while en route to his work. He went immediately to Traffic Officer Lester Wharton at the square and told him. On Wharton's advice he went to the nearby bank and turned it over to the manager, who commended him on his honesty.

"Gee, boy, it wasn't mine. I just found it," was Herbert's comment.

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CURLEY RAPS STATE HIGHWAY BUILDING

Criticism of the State method of constructing automobile highways was voiced yesterday by Mayor Curley, who claimed that in building Morton street, Dorchester, they left the work half done.

Although the State Department of Public Works built the roadway for south shore traffic, they left it for the city to build the sidewalks and also an expensive bridge to carry the traffic over the tracks of the Midland Division of the New Haven railroad just east of Blue Hill avenue.

The Mayor's remarks came as he approved a contract for \$52,330.50 for the construction of the bridge. The contract was awarded to Coleman Brothers, Inc., the lowest of 19 bidders looking for the big job.

CONRY BANS NEWSBOYS

Visited Hultman First,
Can't Enter His Office

Evidence that the conflict between Traffic Commissioner Joseph A. Conry and Police Commissioner Hultman has not yet come to an end was seen yesterday in the action of the traffic commissioner in banning a group of newsboys from visiting his office after he had been informed that the boys had been entertained previously in the office of the police commissioner.

When one of the newsboys told Conry that they had been allowed to sit at the police commissioner's desk and have their photographs taken the traffic commissioner replied:

"It would be unfortunate, then, to have that honor mitigated by coming in here and sitting at my desk."

The traffic commissioner followed up this statement with a lengthy quotation from Shakspeare which, he said, was the speech of Henry IV at the Battle of Agincourt, although it was pointed out later the battle was fought during the reign of Henry V. The newsboys listened with expressions of wonder on their faces as the commissioner rolled off the Shakspearean verses. The commissioner on reaching the end of the quotation said good-by to the group and retired to his private office.

ROYAL COUPLE VISIT HARVARD

Takamatsu and Bride Also
Inspect Three Museums
—Given Reception

PRINCE TUNES IN ON BASEBALL GAME

Prince Nobuhito Takamatsu and his pretty bride yesterday spent their second full day in Boston by enjoying the pursuits in which they are most interested—art and education—and then stealing a few moments' relaxation in a third—baseball.

The young couple wiled away two morning hours browsing through the Museum of Fine Arts, joined in the observance of Arbor day by planting a cherry tree in Boston Common, looked over Harvard University, where they were President A. Lawrence Lowell's luncheon guests, and completed their daylight schedule with a visit to the children of Perkins Institution for the Blind.

Back at the Copley-Plaza late in the afternoon, the prince took off his silk hat and frock coat, turned on the radio, and listened, from the seventh through the 10th inning, to the broadcast of the Yankee-Red Sox game.

With the winning run safely across the plate and the game ended, the radio promptly resumed the silence which it has otherwise kept since the arrival in Boston of the honeymooning prince and his bride.

The prince, according to members of his party, is keenly interested in baseball and well versed in its American terms through frequent attendance at games in Japan. Believing there was much more to be seen in America than ball games, he has attended none here, however. Because he preferred the Fogg Museum of Art and the Widener library, he also declined an invitation to attend the Harvard-Yale rugby match in the stadium yesterday.

Last night, Prince Takamatsu resumed the temporarily discarded formality of his visit, and was guest of honor, with Princess Kikuko, at a formal reception in the Gardner Museum on the Fenway.

Cardinal O'Connell, Mayor Curley, and the mayor's daughter, Mary, were among the guests at the reception last night. The cardinal, in red ecclesiastical robes, wore the medal presented him by Prince Takamatsu's grandfather, in which the young Prince exhibited a lively interest.

The Harvard Glee Club, directed by Dr. Archibald Davison, sang during the reception. Guests filed in a long line through the Raphael room, where the Prince and Princess returned their bows for more than one hour without interruption.

Approximately 200 of Boston's most prominent men and women were presented to the royal couple in the elaborate setting of the Isabelle Stewart Gardner collection.

The 25-year-old prince for the first time departed from his carefully planned schedule when without prior announcement he suddenly rose and made a short speech to the children of the Perkins Institution. Both Prince Takamatsu and the princess were apparently deeply moved by the singing of "Lead Kindly Light," by Robert Barrett, blind student soloist, and his boy and girl classmates in the school chapel.

In Japanese, the prince thanked and praised them for their singing. He told them Japan also has its children unfortunately afflicted as are the Perkins group, and that all possible is being done for their education. His words were later translated by Takeo Yamagata, his master of ceremonies.

The historical associations of Harvard and the Henry Wadsworth Longfellow house provided the setting in which the royal Japanese visitors moved yesterday afternoon. They were met at the administration building of the Harvard business school by President Lowell, who accompanied them on a drive past the new Harvard "houses" and through the yard, where several hundred students had gathered.

At the Fogg Museum across Quincy street from President Lowell's house, Prince Takamatsu was shown the Japanese collection by the curator, Edward W. Forbes. The prince eagerly led the way from sculpture works to paintings, stepping closely to carefully scrutinize objects which aroused his particular interest.

INSPECT WIDENER

Following the informal luncheon at the Harvard president's home, President Lowell and the prince and princess walked across the yard to the Widener Memorial library. The significance of the Widener room of first editions was explained by President Lowell, and the prince taken into the narrow corridors of the huge stacks to complete his painstakingly thorough inspection of the building.

Princess Kikuko was presented a bouquet of orchids and roses at the home of Longfellow by Mrs. Joseph G. Thorp, the poet's daughter. Mrs. Thorp pointed out the study in which Longfellow wrote, his favorite chair, the drawing of the old "spreading chestnut tree," and many other objects closely associated with his life.

At the art museum in the morning, Princess Kikuko was surprised with a gift of violets from an eight-year-old Maynard girl, Monta Mills, daughter of the Rev. Edward L. Mills. Monta rushed from a group of her playmates to shyly offer the flowers, and later said she had wanted to give a present to the "real live princess."

This morning the royal couple will visit the revolutionary battlefields of Lexington and Concord. They will be luncheon guests of Courtenay Crocker, president of the Japan Society of Boston, and Mrs. Crocker, and tonight will be entertained by Boston Japanese at a dinner in the Copley-Plaza.

Among the guests invited to be presented to the prince and princess at the Gardner Museum last night were the following:

Gov. Ely, Mayor Curley, Cardinal O'Connell, Maj. Edward J. Sampson, LaRue Brown, Mrs. Francis E. Slattery, Miss Mary Curley, Thomas J. A. Johnson, Edward C. Donnelly, Maj. Gen. and Mrs. Fox Connor, Rear-Admiral and Mrs. Louis M. Nulton, Bishop William Lawrence, Bishop John T. Dallas, Mr. and Mrs. Charles S. Ashley, Dr. Horace Packard, Prof. and Mrs. Eldon Revere James, Grafton D. Cushing, Arthur F. Johnson, Mr. and Mrs. Morris Carter, Mr. and Mrs. Courtenay Crocker, Mr. and Mrs. Willis J. Abbot, Mrs. Charles Sumner Bird, Mrs. John Lincoln Dearing, Miss Rose Dexter, Mrs. Everett O. Fisk, Mr. and Mrs. Charles D.

Maginnis, Mrs. James J. Storrow, Mrs. Charles L. Slattery, Miss Edith A. Sawyer, Mr. and Mrs. Kojiro Tomita, Mrs. Barrett Wendell, Mrs. Walter Wesselhoef, Mr. and Mrs. H. Yatsushashi.

MESSAGE TO PREMIER

Curley Expresses Hope for Recovery
Of Premier Hamaguchi

Mayor Curley yesterday in connection with the visit of Prince Takamatsu and Princess Kikuko, who are here for a four-day sojourn, sent a cablegram to Baron Kijuro Shidehara, acting prime minister of Japan, expressing the fervent hope that Premier Yuko Hamaguchi, who was shot and seriously wounded last November by an assassin, will be speedily restored to health.

From the prince the mayor learned that the premier, who is known as the "warrior of peace," recently underwent another operation. Mayor Curley forwarded the cablegram after the prince planted cherry trees on the historic Boston Common as a symbol of Japan's friendship for America.

COUNSEL TO KILL ALL CURLEY TAGS

Silverman Will Return Them
And Not Pros Charges
Under Old Law

If Police Commissioner Hultman continues "to act like a child" in ordering Mayor Curley's car to be tagged, Corporation Counsel Samuel Silverman will merely mail back the tags with his compliments, and not pros any action brought by the police department.

He is empowered to do so, he declared yesterday, by an old city law, dated 1853, which permits him to dismiss any court complaint charging a violation of the traffic rules, and all other city ordinances. And he will sign such not proses, he said with vigor, as long as the police commissioner insists on carrying his feud and ill feeling to the point of tagging automobiles of city officials and employees which are being used in emergencies.

Mr. Silverman said he regarded Mayor Curley's use of his car as a necessity of city government, and that the executive was entitled at all times to park his car anywhere during the performance of his job.

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PREPARE DRIVE ON AIRPORT BILL

Opposing Senators Join
Against Extra \$1,000,000
For Curley Plan

UP TOMORROW IN THE UPPER BRANCH

Another of Mayor Curley's bills for the expenditure of money will be the target for a sharp attack at tomorrow's session of the Senate when the members will have before them for consideration the amended House bill authorizing the city of Boston to borrow \$1,250,000 outside the debt limit for the development of the airport.

Senator Henry Parkman, Jr., of Boston has agreed to join forces with Senators Samuel H. Wragg of Needham and Arthur W. Hollis of Newton in a drive to prevent engrossment of the measure. As reported in the House by the committee on municipal finance, it called for an appropriation of \$250,000 but that sum was increased by \$1,000,000 on a motion offered by Representative William H. Hearn of East Boston.

The Boston Chamber of Commerce and the Boston Real Estate Exchange are opposed to the borrowing of so large a sum this year for the airport in the belief that it is a development which well may be delayed until municipal financial conditions in general are on a sounder basis.

The Senate finds itself in a peculiarly embarrassing position in opposing the bill in view of its procedure last week in passing to engrossment over adverse reports from the committee on municipal finance two bills to provide for loans of \$500,000 each for the erection of municipal buildings in two sections of Dorchester.

While the Senate is determining the fate of the airport measure the House will be considering the municipal buildings bills.

The Republican House organization was somewhat embarrassed by the support given the Curley airport measure by Representative George P. Anderson of the Back Bay, member of the powerful rules committee as well as the committee on municipal finance. He was one of the small group who steadfastly resisted the passage of Gov. Ely's highway construction bill which called for the borrowing of \$8,500,000.

Although repeatedly found in opposition to the Governor's borrowing bills he has labored diligently in supporting bills to authorize the city of Boston to go outside its debt limit.

Mayor Curley is reported not aggressive about the Dorchester municipal buildings measure passed, but his agents at the State House have done considerable lobbying for the airport bill.

The city of Boston will pay more than \$9,000,000 for debt requirements this year. That item includes reducing the principal of loans as well as interest charges. While the city's financial condition is not to be compared with the existing situation in several other cities, competent observers predict that unless an immediate halt is called, the condition may be aggravated.

CURLEY REPEATS YOUNGMAN SNUB

Says Only Gentlemen Invited to Japan Society Dinner

LIEUT. GOV. REPLIES TWICE WITH SARCASM

The controversy between Lt.-Gov. Youngman and Mayor Curley over the mayor's deletion of Youngman's name from the list of guests invited to meet Prince and Princess Takamatsu at a banquet of the Japan Society of Boston became one of bitter personalities yesterday.

The Lieutenant-Governor began hostilities by a statement declaring that the mayor "whose name has graced the city payrolls in white collar positions since he was a boy would not want to offend royalty by having among the guests of the city a Republican Lieutenant-Governor who once earned his living by the work of his hands."

The mayor then attempted to sting Youngman with this statement:

I had extended an invitation to Gov. Joseph B. Ely to be present and represent the commonwealth. If the name of Lt.-Gov. William S. Youngman was excluded from the list of guests, he furnished an excellent reason for it by his statement, as only gentlemen and ladies were invited.

Youngman, his vitality undiminished, immediately countered with the following:

The mayor's late statement is not a denial of his act. I suppose he means to imply that the Japan Society, of which Mrs. Youngman was a member, sent him a list of officials including some who were not gentlemen and whose wives were not ladies.

By this time the mayor had gone to bed.

CURLEY AND DOLAN WATCH ROXBURY BLAZE

Mayor Curley and City Treasurer Edmund A. Dolan were interested spectators at a two-alarm fire late last night in an unoccupied barn in the rear of 53 Island street, Roxbury. Both were in evening dress, but walked through the fire lines to within a short distance of the blaze. A hose, fast filling with water, spurted from a leaky connection and slightly wet his honor. Talking with Fire Commissioner McLaughlin, who responded on the second alarm, they watched the fire, which caused about \$500 damage, for nearly 30 minutes.

Arbor Day Observed Throughout State; Japanese Royal Couple Plant Tree

Arbor day was observed in Massachusetts yesterday with exercises in many cities and towns, and in Boston by the planting of trees by public officials and Prince and Princess Takamatsu, royal Japanese visitors to this city. A tree was planted on the Common in memory of Mrs. Clarence R. Edwards by the American War Mothers.

Impressive ceremonies featured the planting of a Japanese gingko biloba by the Prince and Princess Takamatsu before a crowd of 500 persons on Boston Common. Both of the royal couple wielded the shovel and apparently enjoyed the experience.

They were introduced by Mayor Curley, who said that the tree would be a living commemoration of their visit. Prior to the planting, Mayor Curley, assisted by his daughter, Miss Mary Curley, planted an American oak on the same walk, opposite West street.

On Mt. Vernon street, flanking the west wing of the State House, Gov. Ely planted an American linden tree. He remarked that he wished Mrs. Ely was present to note his virile handling of the shovel. Fred H. Kimball, superintendent of buildings, held the tree. An arboreal Governor's row is being made, each Governor for the last few years having planted a tree along the west wing.

Mrs. Corabelle Francis, state president of the American War Mothers, planted a tree on the Common just off the Oliver Wendell Holmes walk, in honor of Mrs. Edwards. The committee in charge of the affair, which was sponsored by the Boston chapter, included Mrs. Mary Kane of Somerville, Miss Lucy R. Sanborn and Mrs. Mary E. Gilbody. Mayor Curley attended the exercises and made a brief speech.

OLD STATE HOUSE TABLETS DEFINED

Historical League Raps Poor Designs

Protest Against Plans of Mayor as to Designations

MEDFORD, April 25—The Spring meeting of the Bay State Historical League at the Medford Historical Society Building, attended by 62 delegates representing 22 of the 85 historical societies of the State, voted tonight to go on record "protesting against the placing on the Old State House of tablets that are poorly designed and executed and which will deface this historical relic of the State and Nation, which is held in trust by the City of Boston."

The motion was offered by Pres L. Waldo Thompson of the Rumford Historical Society of Woburn, vice-president of the league.

Walter K. Watkins of Boston, secretary of the league, told of the action of the Bostonian Society, custodian of the interior of the old State House, protesting against the tablets which Mayor Curley and the Boston Commission on Historical Sites propose to place on the Washington-st or west front of the building.

The bas reliefs of the old Boston town house and the temporary wooden arch erected in 1879 across Washington st at the head of State st in honor of George Washington's visit to Boston, were criticized by speakers as objectionable because of alleged inaccuracy.

The fact was brought out that the Massachusetts Society, Sons of the American Revolution and the Society of Colonial Wars have also gone on record this week in opposition to the proposed tablets.

Several speakers including Past Pres Will C. Eddy of the league, Dr Charles J. Douglass, president of the Dorchester Historical Society, and Rev Charles L. Page, secretary of the Roxbury Historical Society, said they would have no objections to tablets properly worded and shaped being placed on the building for the information of visitors. They told of the tablet inside the vestibule and of two in the arcade beneath the eastern side of the old State House and took strong issue against any tablets worded or containing bas reliefs historically inaccurate.

They insisted that Mayor Curley and the Boston commission were not the only persons to be considered in the matter.

Three speakers intimated that Mayor Curley was interested in placing tablets on historic places as a matter of publicity for himself.

Copies of the vote are to be forwarded to Mayor Curley and the Boston Commission on Marking Historical Sites.

Mrs Richard B. Coolidge, president of the Medford Historical Society, welcomed the visitors and Albert L. Haskell of Somerville, president of the Bay State Historical League, responded for the organization.

CURLEY CAR TAGGING HAS WORCESTER ECHO

Officer Goes to "Sticks" After Alderman Clash

Flynn Thought Whitcomb Was Driving Too Fast

Special Dispatch to the Globe

WORCESTER, April 25—The tagging of Mayor Curley's automobile in Boston has an echo in this city.

Traffic officer Joseph E. Flynn, who has been doing traffic duty at two of the busiest intersections in this city, had a run-in last Saturday night at Main and Pleasant sts with Alderman Douglas Whitcomb, who is a law partner of City Solicitor Albert W. Blackmer, and the traffic officer is now doing duty in the wind-swept, sun-beaten traffic box at Kelley sq, where Bradley, Harding, Millbury, Vernon and Water sts come together.

Officer Flynn has passed most of his career on traffic duty at Main and Pleasant sts and Main and Franklin sts, in the heart of the city, as a member of the traffic squad traveling from Headquarters, and now he is traveling from Station 2 down in the Island district of the city. He was cited for exceptional police work in rescuing Theodore Bright of Millbury from under a moving trolley car at Main and Franklin sts some time ago.

According to the story in police circles, Flynn held up the Alderman because he thought he was driving too fast through such a busy spot as Harrington corner. A wordy altercation between the Alderman and the policeman resulted.

It is reported that considerable pressure was brought to bear to have Flynn removed from the traffic squad, but the trouble was compromised by his transfer "to the sticks."

Tonight Chief Thomas F. Foley is sued a statement in which he said that the transfer was made by Cap John D. Mahoney, head of the Traffic Bureau, who claimed that Flynn was lacking in courtesy and should be transferred to another station.

CURLEY IN SLAP AT YOUNGMAN

A controversy started by Lieut. Gov. William S. Youngman over his failure to be invited to the city's dinner to the Japanese visitors, was ended abruptly by Mayor Curley yesterday.

The Lieutenant Governor had said earlier:

"I can see how a great aristocrat like Mayor Curley, whose name has graced the city's payroll in white-collar positions since he was a boy, would not want to offend royalty by having among the guests of the city a Republican lieutenant-governor who once earned his living by the work of his hands."

The mayor's reply was almost equally brief.

"An invitation," he said, "was extended to the official representative of the Commonwealth, His Excellency the Governor, Hon. Joseph B. Ely, to attend the banquet tendered to Prince Takamatsu and Princess Kikuku, and was accepted by him as the representative of the Commonwealth of Massachusetts."

"The statement as given to the press by Lieutenant-Governor Youngman furnishes ample reason, if any were necessary, for failure to invite him. It was a gathering of ladies and gentlemen."

MAYOR PAUSES AT TWO-ALARM FIRE

While Mayor Curley and City Treasurer Dolan in full dress looked on, firemen last night battled a two alarm fire of undetermined origin that swept a barn owned by the Roxbury Junk Co., at 50 Island st., Roxbury.

The mayor and city treasurer were on their way from the Gardner Museum reception to the Japanese Prince and Princess when they saw the flames and halted their car.

Fire Commissioner McLaughlin also was present. The burning barn, filled with junk, sent flames high into the air, attracting scores of motorists and a crowd of pedestrians. The firemen, under Deputy Chief Thomas H. Downey, extinguished the blaze after a three-quarters' hour battle.

Damage was estimated at \$2000.

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PRINCE AND PRINCESS PLANT GINGKO TREE ON COMMON

Japanese Couple Greeted by Thousands — Mayor
Curley Assists



JAPANESE PRINCE AND PRINCESS AND MAYOR CURLEY AT ARBOR DAY
EXERCISES ON THE COMMON

Prince and Princess Takamatsu of Japan quickened the tempo of life on Tremont st yesterday noon when they stepped out of their car and walked across the Common, opposite West st, to plant a gingko biloba as a part of the City's Arbor Day exercises.

On their arrival, thousands of strollers on the Mall crowded around the royal automobile. In upstairs store windows, across the street, women crowded each other for places

to watch the little Japanese girl and her husband join Mayor Curley and Miss Mary Curley, who were waiting at the corner of the Oliver Wendell Holmes and Mayor's walks to set to work on the gingkos.

Before the royal couple reached the spot, there was considerable discussion between Mayor Curley and youngsters on the sidelines about the nature and character of the gingko tree. The Mayor admitted that he could not add any truly great piece of information on the subject. Park Commissioner Long, however, said that the trees

were of Japan and that in their native environment their name, gingko, was not considered particularly amusing. The Prince and Princess came down the walk surrounded by policemen and plain clothes men. In order to hasten the proceedings sufficiently to allow the Japanese couple to maintain their schedule, Mayor Curley tossed a shovelful of earth around one of the gingko trees and the party continued on to the other gingko. There Princess Takamatsu smilingly took a shovel and, after the Mayor explained to her the sacredness of the soil on the Common, pitched a formal amount of dirt around the tree.

The Mayor and his daughter then escorted the couple to their car on Tremont st and another uproar among the curious was started as the Prince and Princess drove away.

DAMAGE TO COMMON TO COST CITY \$80,000

Tercentenary Observance
Proved Disastrous

Public Garden to Look Better This
Summer Than for Some Years

Damage done the Boston Common during the Tercentenary celebration will cost the City of Boston \$80,000, Park Commissioner William P. Long announced yesterday. The money, Commissioner Long said, will be spent to restore greensward that was trampled, broken fences and benches, and to replace small elm trees and lindens which were broken down.

Gangs of workmen have been busy on the Common for several weeks and it is expected that the Common will be in its normal condition early in the Summer. So far, 110 yards of fresh loam have been distributed over the Common, mostly in places from which all traces of grass had disappeared.

Some of the larger trees, from which limbs had been torn by the tercentenary celebrators may be saved by surgery, but a great many of the smaller ones have died.

Some damage was done to shrubs in the Public Garden and during the skating season several of the young cherry trees which had been set out on the edge of the pond were destroyed by skaters. Commissioner Long believes that the Public Garden will look better this Summer than it has for several years. Gardeners have added to it 30 magnolias, all now in bloom, and 64 Japanese cherry trees of different varieties.

In all the public breathing spaces, extensive planting has been carried on this Spring. In the Fens, 1500 rose bushes and 120 Japanese cherry trees have been set out. Commissioner Long says that a week from today the tulip display in the Public Garden will be at its best.

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Mayor Termed Tagging Act of Spite and Protested Action Vigorously

Police Commissioner Eugene C. Hultman last night backed down in his tilt with Mayor Curley over the tagging of the Mayor's automobile in Province street, yesterday.

A short time after he had issued a statement virtually defying the Mayor and declaring he would stand in back of his men when they were doing their duty, the commissioner suddenly turned about face and directed that every police officer in the city be instructed that they must show the Mayor and his automobile every courtesy.

He went even a step further, adding that not only must the police show the Mayor every courtesy, but that they must extend every courtesy to the car driven by the Mayor's daughter, Miss Mary Curley.

This was interpreted as meaning that automobiles used by the Mayor and members of his family in the future will be immune at all times from police activities, and be given every privilege on the highways of the city.

POLICE GET WARNINGS

In every police station in the city, at roll call last night, the division captains issued the instructions to the officers. The captains read warnings to the men and then were furnished with the numbers of the Mayor's cars, the municipal sedan, registration 576, and the car driven by the Mayor's daughter. This registration number is 350.

The patrolmen were instructed to make note of these numbers and were told by their respective captains that the utmost courtesy must be shown.

The warning given to the entire force was at the direction of the Police Commissioner.

Averts Open Break

The commissioner also ordered that he be supplied with individual reports from Captain Martin H. King of the Milk street station and Patrolman John F. Dolan regarding the tagging of the Mayor's sedan. Dolan was the officer who attached the tag to the Mayor's car.

Every member of the Boston police force was emphatically given to understand that hereafter there will be a strictly "hands off" policy as regards the Mayor, his automobile and those of his family. This point was made clear in direct contrast to the earlier attitude of the commissioner.

Signs of real open hostility between the police commissioner and the Mayor were evident, just before the commissioner's final order to the department. Earlier, he had thrown down the gage of battle to the Mayor over the tagging incident, by declaring in one short, terse statement that he would stand behind members of the police force in the performance of their duty.

Mayor Had Blamed Schwartz

"Until all the facts in this case are before me," he had said, "I can make no comment, other than to reiterate that I am prepared to stand back of the members of the department in the performance of their duty."

The statement of the police commissioner was issued late yesterday, after he several times refused to comment on the incident, or to the Mayor's statement that Attorney Leo Schwartz, police attorney, had caused the machine to be tagged. The Mayor alleged in a letter, that Schwartz incited the tagging because the Mayor demanded his resignation as secretary of the zoning board, Thursday.

No Prosecution

Charles Manion, the chauffeur for the

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REFERS TO HIM AS "ARISTOCRAT"

Not Invited to Banquet For Japanese Royal Couple

Lieut Gov William S. Youngman comes back at Mayor Curley today for not including him in the list of guests to the banquet tendered Prince and Princess Takamatsu at the Copley-Plaza last night.

When the Lieutenant Governor learned today that Mayor Curley had personally struck his name from the list prepared by the Japan Society of persons who should be invited to the banquet Lieut Gov Youngman said:

"I can see how a great aristocrat like Mayor Curley, whose name has graced the city's payrolls in white-collar positions since he was a boy, would not wish to offend royalty by having among the guests of the city a Republican Lieutenant Governor who once earned his living by the work of his hands."

Mayor, who parked in double line on Province street, opposite City Hall while the Mayor was being shaved yesterday, remained silent on the matter last night.

No prosecution will be made in court on this tag, it was pointed out yesterday. It will be filed as a "first tag" when it reaches headquarters, and as the rule is, no prosecutions will be made until the second tag is received.

While no official comment could be obtained it was learned last night that Commissioner Hultman when informed of the tagging of the Mayor's car refused to consider taking any action against Dolan when he learned that the car had been parked in violation of the traffic rules.

Both Commissioner Hultman and Attorney Schwartz, the latter referred to by Mayor Curley as the "assistant commissioner," denied last night that the letter written by the Mayor accusing Schwartz of having the car tagged had reached police headquarters.

Didn't Know Car Was Mayor's

Schwartz refused to make any statement in the matter other than to say, "I do not wish to discuss the matter at this time. No man has ever heard me say an unkind or unfriendly word concerning Mayor Curley. I have no fight with the Mayor."

An amusing angle of the squabble is that Mayor Curley a fortnight ago started the parking drive in Province street when he summoned Traffic Commissioner Joseph A. Conry to City Hall and ordered that illegal parking in Province street be stopped. A bitter two weeks' controversy between Commissioner Conry and Commissioner Hultman resulted.

Patrolman Dolan stated yesterday that he did not recognize the registration numbers 576 as being those of Mayor Curley. He stated that the car was parked for eight minutes and not a minute and a half as claimed by the Mayor.

AFTER FULL STUDY

OF HUB'S NOISES

Agitators seeking a quieter city here will make a drive upon Mayor Curley to appoint a committee of representative residents to make a complete survey of Boston's noises and draw up rules and regulations for their abatement.

A preliminary study made during the past two weeks by employees of the City Planning Board will be discussed by the board at its meeting next Friday for the purpose of making a report to the Mayor.

The local investigator has studied the reports made by the New York and the Chicago Noise Commissions and he is expected to recommend that a similar commission be appointed here, provided the Planning Board favors a committee.

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cont

Curley and about 600 guests, representing the leaders of every phase of life in the community, were gathered in the banquet hall. Never before had the room, the scene of numerous banquets, presented such an appearance.

Hedge of Roses

A hedge of rambler roses banked the head table, Wistaria was festooned across the hall and beautiful bouquets graced every table. The dinner proceeded leisurely with choral singing and solos between the courses.

Mayor Curley opened the after-dinner exercises by extending a hearty greeting to the royal honeymoon couple, and then referred to an occasion in the same hall in 1917 when the message was brought by an official of Japan that his country would take the side of the Allies in the World war. Previously, he stated, the position of Japan was doubtful, but her action at this crisis implanted a seed of friendship which grew to a sturdy plant and is now bearing fruit.

The visit of his Highness helped to knit a little closer the bonds between the two countries, the Mayor stated, and he pointed out that America has always been the first to come to the assistance of Japan when her help was needed in times of fire or flood.

Should Keep Peace

He concluded by stating we should shape our course so as to give no citizen of Japan a just cause for a rebirth of that mistrust and hate which for a long period gave threat to the peace and happiness between the "Yankees of the East" and the "Yankees of the West."

Governor Ely said that we in Massachusetts were delighted to welcome such distinguished guests and felt gratified that they desired to visit here and get acquainted with the habits and customs of "the original people of Massachusetts." Because of their grace in coming here he said that he wanted to express the appreciation of our citizens and extend the most cordial feeling for the Japanese. "It is a delight to us that we are accorded this opportunity to welcome you," he declared, as he concluded the brief address.

Saw Emperor Hard at Work

Major-General Fox Conner of the First Corps Area brought a personal touch to the official welcoming. He recalled making a visit to the flagship of the Japanese navy at Honolulu and of seeing the prince on that occasion. The

REAL JAPANESE CHERRY BLOSSOMS

More than \$6000, chiefly in flowers, was spent to decorate the great ballroom at the Copley-Plaza Hotel last night, in honor of the Prince and Princess. The room was converted into a veritable Japanese garden. The banquet display was arranged three months ago. Real Japanese cherry blossoms were grown specially in local conservatories.

brother of the Emperor was hard at work, "coaling ship," with the rest of the crew, and his appearance reflected the work. He used this incident to describe the industry of the guest and paid his bride a compliment by saying that his distinguishing traits were "good judgment and good taste."

Rear-Admiral Louis M. Nulton, commandant of the navy yard, told the guests of honor that they would find in Boston a community which was a

AT BANQUET TO ROYAL VISITORS



most important part of the country, and whose people had contributed valuable service to our national life in every generation. Nowhere, he said, would they receive a more heartfelt or sincere welcome.

The enthusiasm of the audience at Symphony Hall yesterday afternoon was divided between the concert and the presence of Prince Takamatsu and his bride who occupied a box in the right balcony of the auditorium with his party. Opera glasses were turned from the stage and trained on the royal guests. The sedate music lovers jammed around the doors inside and outside the building and applauded at every appearance of the royal couple.

Enjoy Programme

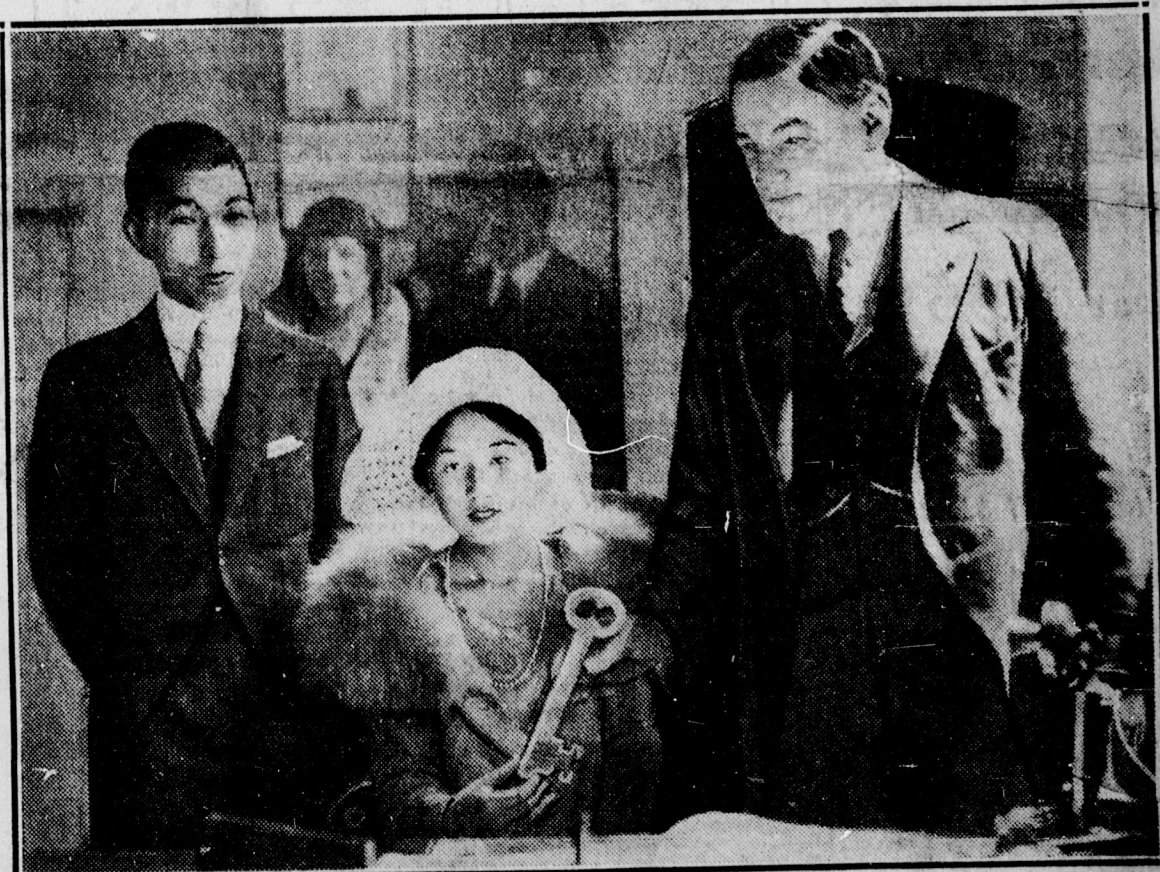
The Prince and Princess thoroughly enjoyed the Symphony programme and they told Dr. Serge Koussevitzky, the conductor, that they would like to attend the concert again tonight. Unlike many in the audience who listen to the music with their heads resting on their hands, the royal couple sat erect in their seats following every movement of the conductor.

Their appearance at Symphony Hall was the afternoon event in a busy day, which included formal visits to Governor Ely and Mayor Curley in the morning, and the welcoming banquet at the Copley-Plaza last night. Police guarded all their movements during the day, but in spite of an alleged plot to assassinate the Prince, which was reported the previous day, nothing untoward occurred.

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GORGEIOUS SCENE AS BOSTON FETES PRINCE

Governor, Mayor and Other Notables Honor Honey-moon Couple From Japan--- Speakers See Evidence of Renewed Goodwill Between Nations



NIPPON PRINCESS RECEIVES KEY TO THE CITY

Photo shows scene at City Hall yesterday when Mayor Curley presented Her Imperial Highness, Princess Takamatsu of Japan, a key to the city. Left to right, Prince Takamatsu, his wife the Princess, and Mayor Curley.

His Imperial Highness Prince Takamatsu and his royal bride were welcomed to Boston last night with one of the most brilliant public dinners the city has ever seen.

In the big dining hall of the Copley-Plaza Hotel gorgeously decorated with flowers of every hue, the honeymoon couple from the East were greeted by officials and prominent citizens who stressed their visit as

significant of a new understanding and goodwill existing between America and Japan.

To these speeches of welcome and felicitation the Prince replied gracefully. He recalled the world-wide fame of Boston's literature, art and industry and the assistance given by this part of America to the teachers and leaders of the new Japan. The Japanese have not forgotten, said the Prince, those courageous pioneers who sailed from the coast of Massachusetts to open trade with the Orient and forge the first links in the chain of commerce and friendship between America and Japan.

The host of the occasion was Mayor

Two Notables Not

Present at Banquet

Though the guests at Mayor Curley's banquet to Prince and Princess Takamatsu at the Copley-Plaza last night included practically all of the major public office holders, the name of Police Commissioner Hultman did not appear on the list of guests printed on the programme. Another missing dignitary was Lieutenant-Governor Yawney.

ROYAL GUESTS PAY VISIT TO ART MUSEUM

Japanese Honeymooners Plant
Cherries With Mayor Then
Lunch at Harvard

Fujiyama won't mean so much to 200 Boston school children when they open their geographies to study Japan. For it has been eclipsed in interest.

Because today, quite unexpectedly, they saw the Princess Kikuko and Prince Takamatsu. Imagine going to the Art Museum to see mummies and such and seeing a real live princess instead!

The children were hastily assembled in the lobby when word came that the prince and princess were arriving, and they applauded as the royal honeymooners, brother and sister-in-law of the emperor, entered.

INSPECT JAPANESE ART.

"It's a real live princess!" said one little girl, mixing up her pronouns.

"And she smiled at me!" said another, as she enshrined the smile on her heart and memory.

Straight to the Japanese green room, where there is as rare a collection of Japanese objets d'art as can be found anywhere in the world, the royal couple went, and afterwards they visited all the other rooms.

Especially interesting to them was a painting, "Four Sages of Shang Mountain," done in the 17th century, and a 13th century painting, "The Battle of the Clans." Three years ago Emperor Hirohito sent two experts to retouch the latter.

They were escorted about the museum by Kajiro Tomita, Japanese keeper of the Japanese art.

Monta Mills, 8, of Maynard, daughter of Rev. G. L. Mills, was one child waiting at the museum who was ready for the royal visitors. She had a bunch of violets plucked in her yard and presented them to Prince Kikuko.

Ada Bonyman, of Audubon rd., Back Bay, Esther Nelson, of Grand View ave., Jamaica Plain, and Donald McKay, of Preble st., South Boston, three youthful art students, were making copies of Japanese paintings and their work was praised by the princess.

"It is delightful to watch them work," she said.

PLANT THEIR CHERRIES

From the museum in Huntington ave. they went to the Common to plant cherry trees and watch Mayor Curley plant an oak in observance of Arbor Day.

Princess Kikuko, whose charm has won the hearts of all who have seen her, doesn't like fast driving in traffic, and accordingly Supt. Crowley had an order sent to all divisions today for the motorcycle escort to respect her wishes.

Yesterday she had said she wished the traffic lights obeyed.

This afternoon the honeymooners went to the home of President Lowell of Harvard, with whom they lunched after driving through the university grounds.

Later they visited the Longfellow house and the Perkins Institute for the Blind. Following this they returned to their hotel to rest for the formal reception to be given in their honor at the Gardner Museum this evening.

NEWSBOYS GET NO FROM CONRY

Newsboys of the Burrough's Foundation took over the reins of the city government today, but the dignity of the traffic department remained inviolate.

Chairman Joseph P. Conry of the Traffic Commission, had not been informed of the stunt, was too busy and met the would-be young traffic commissioner with an emphatic:

"Nope!"

Then he quoted from King Henry IV. at the Battle of Agincourt and returned to his desk at which Joseph Weinrebe, 17, of Bromley pk., Jamaica Plain, had vainly hoped to be photographed.

Another disappointed was Leo Clougherty, 16, of 15 Telegraph st., South Boston, who expected to be assistant traffic commissioner for a few minutes.

But Louis Caulan, 20, of 18 North Anderson st., West End, was police commissioner, and Leo Goodman, 20, of 4 McLean st., West End, was superintendent, and told what they would do about tagging the Mayor's car.

"I'd set apart a parking space beside the Franklin statue in front of City Hall and let the Mayor have his car stand there," said Supt. Goodman.

"I'd inform him of any violation and if the warbling went unheeded, I'd have his car tagged," said Commissioner Caplan.

Saul Naglan acted as Mayor, Leon Peck as fire commissioner, Henry Mazer as health commissioner, Louis Sacco, soldiers' relief commissioner; Noel Jackson, park commissioner; Warren Reardon, city clerk; Barton Brown, city censor; Maurice Weinrebe, city treasurer.

A plaster placque of Mayor Curley was presented to him by its designer, Ben Fine, and the boys, 30 in number, were all guests of the Mayor at a City Club luncheon.

SCHWARTZ MUM ABOUT MAYOR'S HEATED NOTE

Hultman's Secretary Denies
an Order to "Ease Up" on
Tagging Curley's Car

Leo Schwartz, legal adviser to the police commissioner and the target of the broadside fired by Mayor Curley yesterday after the mayoral car had been tagged, refused to play tag today. He maintained silence after opening and reading the mayor's caustic letter.

"What are you going to do with the tag the mayor sent back?" he was asked.

"I do not choose to answer," replied Schwartz, using words that somehow had a familiar New England ring.

"COURTESY ORDER" DENIED

Commissioner Hultman was not at his office today, but speaking for him, his official secretary, Bernard P. Scanlan, denied that orders had been issued for all police to "lay off" the mayor's car.

It was understood that the commissioner was at Duxbury and would not be in today to take a hand in the situation.

His statement of last night that he would back his men to the limit in the performance of their duty was in direct contrast to orders given several months ago to extend every courtesy to the mayor and members of his family.

HULTMAN BACKS POLICE

His statement was:

"Until all the facts in the case are before me, I can make no comment other than to reiterate that I am prepared to stand back of the members of the department in the performance of their duty."

He has ordered reports of the occurrence to be turned in by Patrolman John J. Dolan, of Milk st. station, who tagged the car, and Capt. Martin King, of the same station.

It was pointed out that there would be no prosecution in court on the tag. It will be filed as a "first tag" and, under the rulings, there will be no prosecution until a second tag is filed.

TRANSCRIPT

Hultman Sends Tag to Curley but No Apology

Asks That Auto Warning Be Returned to Station, and Mayor Consents

Another chapter in the episode over the tagging of Mayor Curley's automobile on Province street last week was written into the official records today when Police Commissioner Eugene C. Hultman sent back the tag to the mayor, with the reminder that it should be returned to Division 2, and the mayor responded that the request would be honored.

The police commissioner told the mayor that he has been able to find no evidence that his legal counsel, Leo Schwartz, was connected with the tagging, as the mayor charged. He made no apology for the incident. Mayor Curley, evidently struggling to restrain himself, wrote a mild letter in reply, regretting that the essence of common sense was lacking in this case.

The commissioner's letter was as follows:

My dear Mr. Mayor—My legal advisor, Mr. Leo Schwartz, has referred to me your letter to him of April 24 as it refers to a police matter with which he is not concerned. I can find no evidence to support the opinion that Mr. Schwartz was connected with this matter in any way whatsoever.

According to the records of the police department, an automobile bearing registration plates 576 was tagged by Officer J. F. Dolan for double line parking on Province street. An operator who is tagged for violating a traffic rule or regulation should take the tag, within forty-eight hours, to the station house; therefore, I am returning the tag, No. A13,814, which should be turned in to Division 2, 229 Milk street, Boston, by the operator of the car bearing registration No. 576.

Very truly yours,
(Signed) E. C. HULTMAN,
Police Commissioner.

Mayor Curley replied as follows:

My dear Commissioner—I beg to acknowledge receipt of your communication received this day requesting that the tag placed upon my automobile be returned by the operator to Division No. 2, of the Boston police department. The request will be honored, and I beg you will accept of my sincere appreciation for the exceptional courtesy which you have displayed to me and the office which I occupy in this entire matter. I recognize that decency, dignity and decorum are essential to law enforcement, but regret that the essence of common sense, in this case at least, is lacking.

Sincerely,
(Signed) JAMES M. CURLEY, Mayor

Cardinal Attends Firemen's Concert

A capacity audience in Symphony Hall last night gave an enthusiastic reception to the Boston Fire Department band at its second concert since its organization less than a year ago. The concert was for the benefit of the families of three firemen who lost their lives in line of duty. Mayor Curley and Cardinal O'Connell were among those in attendance.

The mayor, who was honorary chairman of the committee in charge, and Fire Commissioner Edward F. McLaughlin, were introduced to the audience by Russell Codman, Jr., chairman of the committee, and each spoke briefly.

The program included works by Verdi, Sereby, Sousa, Brockton and two selections composed by the leader of the band, Fortunato Sordillo.

In addition to Chairman Codman, the committee included Gordon Abbott, Jr., Miss Louise Fessenden, Mrs. William Lowell Putnam and Herbert Hickey. Other members of the board are Mrs. Gaspar G. Bacon, Mrs. Harold J. Coolidge, Mrs. William A. Gaston, Harry Belknap, Courtenay Guild, N. Penrose Hall, Lowell, Huntington R. Hardwick, Alexander Steinert, Mrs. Edward Thaw, Bentley W. Warren, E. Sohler Welch and Joseph W. Woods.

BOSTON COLLEGE '26 CLASS HEARS MAYOR CURLEY

The class of 1926 of Boston College conducted its annual Communion breakfast at the Heights yesterday morning, and also observed its fifth anniversary.

Mayor James M. Curley of Boston was the principal speaker at the breakfast, which was served in the assembly hall of the college. The Mayor gave an informal talk on various Boston philanthropists and urged the members of the class, especially those practicing law, to bring Boston College to the attention of those who desire to leave money to institutions, which are serving well the public welfare.

The class was heartily welcomed by Rev James H. Dolan, S. J., president of Boston College. Others who spoke were Rev Patrick J. McHugh, S. J., dean of Boston College; Rev Martin Harney, S. J., professor of history; Edward A. McLaughlin Jr., president of the Boston College Alumni Association; Edward O. Mullenney, president of the class, and Stanley W. Howard, chairman of the committee. Walter R. Morris, professor of law at the Boston College Law School, was toastmaster.

The class received Communion in a body at the 9:30 o'clock mass, celebrated in the college chapel by Rev Fr McHugh.

AUTO TAG GOES BACK TO MAYOR

Police Commissioner Eugene C. Hultman today returned to Mayor Curley the parking tag that was placed on the mayor's automobile in Province st., near City Hall, last week.

Accompanying the tag was a letter in which Commissioner Hultman stated that he can find no evidence to support the mayor's opinion that Leo Schwartz, counsel to the police department, was connected in any way with the tagging of the vehicle.

The commissioner pointed out that an operator of a vehicle which is tagged for violation of the traffic rules should take it to the police station within 48 hours.

COMMON SENSE LACKING

Mayor Curley, in a letter acknowledging receipt of the Hultman communication, stated that he recognized that decency, dignity and decorum are essential to law enforcement, but regretted that the essence of common sense, in this case at least, is lacking.

Commissioner Hultman's letter read:

"My legal adviser, Mr. Leo Schwartz, has referred to me your letter to him of April 24, as it refers to a police matter with which he is not concerned. I can find no evidence to support the opinion that Mr. Schwartz was connected with this matter in any way whatsoever.

"According to the records of the police department, an automobile bearing registration plates 576 was tagged by Officer J. F. Dolan for double line parking in Province st. An operator who is tagged for violating a traffic rule or regulation should take the tag within 48 hours to the station house; therefore, I am returning a tag, No. A13,814, which should be turned in to Division 2, Milk st., Boston, by the operator of the car bearing registration No. 576."

MAYOR NOTES COURTESY

Mayor Curley replied as follows:

"I beg to acknowledge receipt of your communication received this day requesting that the tag placed upon my automobile be returned by the operator to Division 2 of the Boston Police Department.

"The request will be honored, and I beg you will accept my sincere appreciation for the exceptional courtesy which you have displayed to me and the office which I occupy in this entire matter.

"I recognize that decency, dignity and decorum are essential to law enforcement, but regret that the essence of common sense, in this case at least, is lacking."

BENEFIT CONCERT BY FIREMEN'S BAND

Proceeds to Aid Families of
Deceased Comrades

Mayor Curley and Commissioner
McLaughlin Speak

An enthusiastic reception by an audience that filled Symphony Hall almost to capacity was tendered last night to the Boston Fire Department Band, Fortunato Sordillo conducting, performing for the benefit of the widows and families of three firemen who lost their lives during the course of their duty. The audience included a number of distinguished citizens.

Mayor Curley and Fire Commissioner Edward F. McLaughlin were introduced by Russell Codman Jr., chairman of the committee in charge, and both delivered brief addresses praising the work of the 140 firemen who took part in the performance. Cardinal O'Connell was present, but did not speak.

The impressive part of the function was that so large a number of firemen are able to play musical instruments. This was spoken of by Mr. Codman, who announced that when the commissioner decided that a band would be a benefit to the department there were not more than seven men able to play. That was a year ago.

Since that time, through the efforts of the director, the membership of the band has steadily increased. Only the wind and percussion instruments are used—quite naturally, as it was a band—but the presence of so many firemen able to play such instruments gives rise to the thought that perhaps there are an even greater number of men in the department able to play string instruments. Perhaps there are enough to permit the organization of an orchestra.

McLaughlin, Curley Talk

Commissioner McLaughlin said that he, as head of the department, was highly proud of the band. "The department is grateful for the support of the many friends of the enterprise organized by Mr. Codman. But it wants especially to thank Mayor Curley, without whose loyal support, keen interest and appreciation, nothing could have been done."

After an eloquent introduction by the commissioner, Mayor Curley declared that the band is a cultural contribution to the life of the city. It was an unusually fine thing, he said, to see a band being organized in a department in an age when machinery is tending to dehumanize every type of work.

"It shows," he said, "that the worker is no longer a nut or a bolt. He is no longer just a part of a big machine. He is given the chance to develop those talents which are slumbering in all of us, awaiting only the opportunity for expression."

High praise was given by him to the fact that the band tends to bring the men together and make them friends.

The Mayor then spoke of the work of the Fire Department. He said that the budget appropriation for next year amounts to \$4,500,000. This sum, he

said, represents a per capita cost of \$12, or about \$60 for the average family. Mention that the average family used to consist of more members brought a great laugh from the audience.

Department Improvements

He told of improvements in the system during the past 25 years—the motorization, the two-platoon system, and high pressure, and said that for 25 years an attempt has been made to have a law passed to compel installation of the sprinkler system in all second-class buildings. The passage of this law, he said, would reduce the costs of the Fire Department 75 percent.

"But we have been unable to arouse sentiment for the bill. We make progress very slowly. It took 24 years to get the two-platoon system. We know that the adoption of the system has increased efficiency."

"It gives the men time to increase their knowledge. From the standpoints of culture, charity and humanity, we should express our thanks to the commissioner for the creation of this band. Thanks should also be given to the Cardinal for his worthy and laudable assistance in this enterprise."

The leader selected Verdi's grand march from the opera "Aida" as the opening selection. Although it is an unusually stirring number in itself, the expressiveness put into it by the director and the band increased its vigorous effect. This was followed by selections from Seredy, Sousa and Brockton, then the speaking took place.

Pieces by Sordillo

Several encores were called for, but there was a great demand for an encore after the performance of the overture, "Spirit of Youth," a highly versatile piece composed by the director, Mr. Sordillo. The piece was given a fine reception. Following the intermission another piece by the director, a march dedicated to the Fire Commissioner, was given an equally enthusiastic reception. There were several solos by trombonists and trumpeters.

One member of the band was given an ovation after the intermission when he sang "There's a Long, Long Trail." He was called back a number of times. Funds from the benefit will go to the widows and families of George J. Corcoran, John J. Carmody and Michael A. Riley.

Mayor Curley was honorary president of the committee, the board of governors. The executive president was the commissioner. Other officers were Russell Codman Jr., Gordon Abbott Jr., Miss Louise Fessenden, Mrs. William Lowell Putnam and Herbert Hickey. Other members of the board are Mrs. Gaspar G. Bacon, Mrs. Harold J. Coolidge, Mrs. William A. Gaston, Harry Belknap, Courtenay Guild, N. Penrose, Alexander Steinhart, Mrs. Hardwick, Edward Thaw, Bentley W. Warren, E. Sohler Welch and Joseph W. Woods.

AUTO TAG SENT BACK TO MAYOR

Hultman Denies Schwartz
Responsible for Episode

The much-advertised traffic tag that was tied to Mayor Curley's automobile and was sent by the Mayor to Police Headquarters, came back to City Hall this morning and this afternoon will follow the route of the plebeian tag attached to any old kind of a car. It will be taken by chauffeur Manion to Capt. King of Station 2.

Police Commissioner Hultman returned the tag attached to a letter to Mayor Curley in which it was said that Leo Schwartz, legal adviser of the Police Department, is not concerned with the matter and noting that the law says that a tag must within 48 hours be returned to the police station from which it issued.

Mayor Curley, in a reply to Commissioner Hultman, acknowledged receipt of the letter and tag with an expression of "sincere appreciation for the exceptional courtesy," but concluded with the line expressing regret that the essence of common sense, in this case, is lacking.

Commissioner Hultman's letter read: "My legal adviser, Leo Schwartz has referred to me your letter to him of April 24, as it refers to a police matter with which he is not concerned. I can find no evidence to support the opinion that Mr. Schwartz was connected with this matter in any way whatsoever."

"According to the records of the Police Department, an automobile bearing registration plates 576 was tagged by officer J. F. Dolan for double-line parking on Province st. An operator who is tagged for violating a traffic rule should take the tag, within 48 hours, to the station house; therefore, I am returning the tag, No. A13,814, which should be turned in to Division 2, 229 Milk st, Boston, by the operator of the car bearing registration 576."

Mayor Curley replied as follows: "I beg to acknowledge receipt of your communication received this day, requesting that the tag placed upon my automobile be returned by the operator to Division 2 of the Boston Police Department. The request will be honored, and I beg you will accept my sincere appreciation for the exceptional courtesy which you have displayed to me and the office which I occupy in this entire matter. I recognize that decency, dignity and decorum are essential to law enforcement, but regret that the essence of common sense, in this case at least, is lacking."

CURLEY TO GO TO HEBREW DINNER

Mayor Curley and other prominent citizens are expected to attend the dinner to be tendered the building committee of the Dorchester-Mattapan Hebrew school in the auditorium of the recently completed building at 89 Morton street, Dorchester, Sunday at 6:30 P. M. The building is considered one of the finest of its type in New England. Harry Yarros heads the building committee and Benjamin Gerson is chairman.

HERALD 4/27/31

CHOISE 4/27/31

Mayor Curley to Present Booth to Somerville, Putting Into Operation That City's Signals Adopted Through Commissioner Knight's Efforts

Through efforts of John Knight, commissioner of electric lines and lights, Somerville will place in operation Friday a new type of traffic control system on the Northern Artery to permit the driving of automobiles on this most heavily travelled road in New England at from 26 to 31 miles an hour without danger.

OFFICIAL PRESENTATION

The new system will be placed in operation with the formal presentation to the city of Somerville by Mayor Curley of Boston to Mayor Murphy of the traffic booth erected at Somerville avenue. This is the booth originally presented to the city of Boston by the Paine Furniture Company and used at Arlington and Boylston streets.

The controllers, the heart of the new system, represent the latest and most advanced engineering and design. Contained in each control box are two synchronous motors driving the 90-second cycle movement and 110-second cycle movement respectively, the last named including a 20-second pedestrian period, suitable relays including an all red fire relay for fire apparatus right of way, a manually operated switch mechanism and a selector switch.

Whereas it now takes 6 to 15 minutes to cover the two-mile artery, it will, under the new system, be covered in 4½ minutes, because of the time saved in increased speed of traffic.

ELY AND CURLEY MARK ARBOR DAY

Prince and Princess Also Plant Trees

Arbor day was officially observed today by Gov. Ely and Mayor Curley, both of whom planted trees.

Prince and Princess Takamatsu of Japan, who are visiting the city, took part in the exercises and planted a Japanese tree on the Common, where the mayor planted a tree.

Gov. Ely planted an American linden tree on the State House grounds near the west wing on Mt. Vernon street.

The Governor wielded the spade while Superintendent of Buildings Fred H. Kimball held the tree. The Governor smiled as he dug and remarked that he wished Mrs. Ely could have been present to witness the planting.

Hultman Sends Parking Tag Back to Mayor

Tells Curley It Should Go to Station 2—Gets Tart Reply

A further exchange of "pleasantries" over the now famous tag incident took place today between Police Commissioner Hultman and Mayor Curley.

RETURNED TO MAYOR

Affixed on the official car of the mayor on Province street Friday, the tag was sent to Leo Schwartz, police counsel, with a sharp letter from the mayor.

Today it was returned to the mayor by the commissioner, with a polite direction to send the same to division 2, in which division the infraction of the automobile parking laws took place.

"The request will be honored," the mayor wrote back in a brief communication.

The commissioner's letter to the mayor is as follows:

My Dear Mr. Mayor:

My legal adviser, Mr. Leo Schwartz, has referred to me your letter to him of April 24, as it refers to a police matter with which he is not concerned. I can find no evidence to support the opinion that Mr. Schwartz was connected with this matter in any way whatsoever.

According to the record of the police department, an automobile bearing registration plates 576 was tagged by Officer J. F. Dolan for double line parking on Province street. An operator who is tagged for violating a traffic rule or regulation should take the tag, within 48 hours, to the station house; therefore, I am returning the tag, No. A-12814, which should be turned into division 2, 229 Milk street, Boston, by the operator of the car bearing registration 576.

Very truly yours,

E. C. HULTMAN,
Police Commissioner.

CURLEY'S LETTER

The mayor's reply is as follows:
My Dear Commissioner:

I beg to acknowledge receipt of your communication, received this day, requesting that the tag placed on my automobile be returned by the operator to division No. 2 of the Boston police department. The request will be honored and I beg you will accept my sincere appreciation of the exceptional courtesy which you have displayed to me

PATRIOTIC RALLY ON COMMON FRIDAY

Hamilton Fish Jr to Be V. F. W. Auxiliary Speaker

President Hoover, having learned of the plan of the auxiliary of the Massachusetts department of the Veterans of Foreign Wars to hold a patriotic rally Friday on Boston Common, has sent a letter, just received at V. F. W. headquarters, 160 State House. It reads:

"I am glad to learn of the New England patriotic rally being organized by the Ladies' Auxiliary of the Veterans of Foreign Wars of the United States for the department of Massachusetts, and shall hope for them every success in their undertaking."

The affair will have added significance, being staged on the 109th anniversary of the day Boston started to function as a city.

Besides Congressman Hamilton Fish Jr of New York, orator of the day, those who will take part now include Gov Ely, Mayor Curley, Congressman William P. Connery Jr, Maj Gen Fox Conner, Rear Admiral Louis M. Fulton, Dr Julian D. Lucas, State commander of the V. F. W.; Senior Vice Commander George Cronin; Rev Wallace E. Hayes, national and State chaplain; National Councilor Joseph H. Hanken, Col Horace Z. Landon, commander of the Boston Chapter of the Military Order World War; Joseph McGrath, president of the Boston City Council; Mrs Bessie Hanken, past national and State president of the auxiliary; Mrs Mary M. O'Keefe, national patriotic instructor; Mrs Irene Hurley, State president; Mrs Archibald C. Jordan, State chairman of the D. A. R.; Mrs Violet Brunet, State president of the Sons of Union Veterans' Auxiliary; Mrs Corabelle G. Francis, president of the Massachusetts Chapter of the American War Mothers.

and the office which I occupy, in this entire matter. I recognize that decency, dignity and decorum are essential to law enforcement, but regret that the essence of common sense, in this case, at least, is lacking.

Sincerely,

BIG RECEPTION

Cardinal O'Connell, Bishop Lawrence and Leaders in Professional and Social Life of City Gather at Gardner Art Museum in Honor to Prince Takamatsu and his bride.

The biggest and most elaborate social function of its kind in Boston for many years took place last night when Boston society assembled in full force at the Gardner Art Museum to do honor to Prince Takamatsu and his bride.

More than 600 people, including Cardinal O'Connell, Bishop Lawrence, leaders in every phase of professional life and the leaders of Boston society, gathered at the museum. With the rooms and galleries of the beautiful building illuminated with soft, amber light and the voices of the Harvard Glee Club echoing across the Italian Court, it was a scene that will long be remembered by those who were present.

The guests of honor appeared a simple, young couple as they stood in the big Raphael Room of the building while the long line of men and women in full, formal dress walked past them. The Princess wore a silk orchid gown and smiled and bowed with her husband for nearly two hours as a corps of ushers presented the guests by calling out their names.

Cardinal O'Connell, accompanied by his secretary, the Rt. Rev. Francis A. Burke, and wearing his ecclesiastical robes, was one of the first to be presented to the Prince and Princess. They chatted briefly with the Cardinal, called attention to the Japanese decoration he was wearing, the Grand Cordon of the Sacred Treasure, which he received in 1905 when he was made special Papal envoy to the Emperor of Japan.

The Harvard Glee Club standing on the marble staircase, were directed by their leader, Archibald T. Davison, who stood below them in the court, surrounded by a profusion of Easter lilies, tulips and numerous other varieties of blossoms. When the last of the guests had been introduced to the royal couple a buffet supper was served.

The affair was divided into two parts. On entering the building the Prince and Princess made a tour of the rooms and then went to the Raphael Room where they were presented to 50 prominent people, including Cardinal O'Connell, Bishop Lawrence, Bishop John T. Dallas, Grafton D. Cushing, Mrs. Charles Sumner Bird and Mrs. James J. Storrow.

Today their honeymoon schedule calls for a visit to Concord and Lexington in the morning, lunch with Courtenay and Crocker, head of the Japan Society, and Mrs. Crocker at their home in Jamaica Plain and a dinner at the Copley-Plaza given in their honor by the Japanese residents of Greater Boston.

Mayor at Fire in Full Dress Clothes

Mayor Curley and several members of his cabinet attended a fire, the burning of a small, and very empty barn in the rear of Island street, Roxbury, late last night, in full dress clothes. They went there from the function at Mrs. John L. Gardner's Fenway palace.

As a fire, the burning barn wasn't much, although two alarms were sounded. When Fire Commissioner McLaughlin decided to attend the fire, Mayor Curley, Corporation Counsel Silverman and City Treasurer Dolan decided to attend also.

TAG FOR CAR UNLESS IT'S EMERGENCY

Silverman Rules City Workers Not to Be Exempt

Corporation Counsel Samuel Silverman last night, in a warning to city officials and employees, informed them that his stand that he will not pros any action started by police as a result of traffic violations by Mayor Curley's cars does not include them.

SELF NOT EXEMPTED

The only other vehicles outside of the Mayor's cars that will receive the protection of the corporation counsel from prosecution by police are legitimate emergency vehicles. Department heads who hold down executive positions will be afforded no special privilege or protection, according to Counsel Silverman, who stated that if his own car was tagged he would not not pros it, as he does not consider his car an emergency vehicle.

In ruling that the Mayor's cars are emergency vehicles, Counsel Silverman stated that the tremendous duties of being Mayor of Boston and the necessity of the Chief Executive being at many places makes it imperative that his machine always be close at hand.

Mayor's Daughter

The car driven by Miss Mary Curley, daughter of the Mayor, presents a somewhat different proposition, Mr. Silverman stated last night. In the case of Miss Curley's car, he said, he would not rule it an emergency vehicle and would not pros violations by that car only when he felt that the prosecutions were being made out of spleen against the Mayor or to injure him politically.

In his statement last night Counsel Silverman took a fling at Police Commissioner Hultman, stating that if the latter was to carry his enforcement to a "crazy" conclusion, he had better start in tagging some of his police cars for traffic violations.

From his home in Duxbury last night Commissioner Hultman issued a brief statement that he had not heard of Mr. Silverman's stand in the matter and declined to comment until he returns to his desk at police headquarters today.

CATHOLIC DAUGHTERS CLOSE CONVENTION

More Than 600 Attend the Evening Banquet

Miss Marianne Collins, Beachmont, Elected State Regent

More than 600 women gathered last evening in the Somerset at the banquet closing the State convention of the Catholic Daughters of America. Mrs. Josephine Donnelly of West Somerville was toastmaster. Among the honor guests were William G. O'Hare of the Penal Institutions Department, who represented Mayor Curley; Deputy Joseph Kirby of the Knights of Columbus, and Mrs. Kirby; Mrs. Augustus Crowley and Mrs. John Salmon, past State regents of the association.

A musical program was given by Mrs. Alice O'Neill, Mrs. William Collins, Mrs. Alfred McGuire, Mrs. Theresa Casteldina and Mrs. Mary Nihill Cahill, vocalists. Miss Eleanor Daily and Miss Helen McGuire were heard in dramatic readings.

The delegates attended a special mass at the Cathedral of the Holy Cross, celebrated by Rev. Neil Cronin. Fr. Cronin read a message from Cardinal O'Connell congratulating the Catholic Daughters for the splendid work of their organization. The Massachusetts State choir of 135 voices took part in the music during the mass, under the direction of Mrs. Mary Nihill Cahill. The soloists were Mrs. C. Clougherty, Miss A. McLaughlin, Miss Anna Bell Conway and Miss Irene Daniels. Mrs. Lillian K. Schuver presided at the organ.

At the business session at the Somerset the following officers were elected: Miss Marianne Collins of Beachmont, State regent; Miss Lillian Clark, Jamaica Plain, vice State regent; Mrs. Anna Ballard, Milton, State secretary; Mrs. Lillian Murray, Dorchester, State treasurer, and Mrs. Anna Murphy, North Adams, State monitor.

The officers and Mrs. Josephine Donnelly, Miss Margaret Cahill and Mrs. Elizabeth Danahy were chosen to attend the national convention to be held in Atlantic City in July.

The convention committee included Mrs. Louise D'Angelo, Mrs. Mary Cahill, Miss Elizabeth Moran, Miss Gertrude Cronin, Mrs. Irene Hocknell, Miss Margaret Mahoney, Miss Louise Noonan and Mrs. J. Donnelly.

WOULD CARRY OUT PLAN IN EAST BOSTON

Asks Right to Spend \$1,000,000 Outside of President Debt Limit

Mayor Curley today informed the House ways and means committee that Boston will undertake the construction of the proposed strandway in East Boston if given authority to expend for that purpose \$1,000,000 outside the debt limit.

The bill before the committee called for one-half the work being assumed by the State, to come out of the highway fund.

OUTLINES PROJECT

However, when it was pointed out by Representative William B. Baker, acting chairman of the committee, that all but approximately \$700,000 of the highway fund has been contracted for and that bills calling for further expenditures two or three times in excess of the balance are before the committee, the mayor made his proposition to undertake the work alone.

The strandway would run along the waterfront, from World War Memorial Park at or near the terminus of Neptune rd., and over public and private land easterly of the location of the Boston, Revere Beach & Lynn Railroad and along or adjacent to Bayswater st. to a point in Saratoga st. westerly of the bridge over Belle Isle inlet.

The mayor pointed out that the city has expended \$750,000 on World War Memorial Park, about \$7,500,000 in developing the airport, and \$16,000,000 now being spent for the tunnel. Porter st., he said, is to be widened to 100 feet from the tunnel portal.

WOULD AID DISTRICT

A similar development in the South Boston section, he said, has resulted in unprecedented realty development. Land which could be purchased at about 10 cents a foot, he stated, has been sold recently at an average of 65 cents a foot.

The East Boston strandway development, the mayor said, will include a beach, a playground and a new bridge.

The project will provide work, benefit the section from a health and recreation standpoint and more than pay for itself in increased valuations, the mayor added.

CURLEY TAG TIP ENRICHES GIRL WITH \$15

A parking tag last week caused quite a stir in the city and enriched a Chelsea girl by \$15.

The tag happened to be on the automobile of Mayor Curley, and Miss Sally Freedman of 129 Shurtleff st., Chelsea, considered it news.

It was, and the Boston Evening American was nearly two hours ahead of its rivals in telling the public the details in story and pictures. Miss Freedman won first prize in the weekly news tip contest for her alertness.

Second prize for the week went to one whose name must be withheld. The story was the revelation that a Dorchester woman had disclaimed her children in a will filed in Suffolk Probate Court. A check for \$10 to the tipster is the result.

POLE CRASH WINS \$5

The third capital prize of the week goes to Thomas Walsh of 313 Concord ave., Cambridge, who rushed right to the telephone when wooden poles crashed into Mt. Auburn st., Cambridge, and wrecked the traffic routine in that district. It was another beat for this newspaper.

E. T. Leary, 21 Waldemar ave., East Boston. Escaped steer from Brighton captured in Cambridge.

Mrs. W. A. Morely, 8 Seymour st., Roslindale. Fire at Walkhill st. and Hyde Park ave., when truck blazed.

OTHER GOOD "TIPS"

(Name withheld). Steamer aground off Graves Light.

Louis Davis, 33 Summer st., Revere. Three-year-old child victim of fall of three stories.

Samuel Lebow, 12 McLellan st., Dorchester. Escape of an unclothed man from Haymarket Relief Station.

Timothy Finneran, 396 Broadway, Somerville. Suicide of Medford bank clerk.

Miss Anna Dittmer, 374 Savin Hill ave., Dorchester. Trucks stuck under El structure at Northampton st.

W. E. Chase, 48 Wright st., Stoneham. Two-alarm fire.

Henry Urestsky, 390 Blue Hill ave., Roxbury. Aid on a story.

Freeman Knowlton, 96 Summer st., Franklin. Franklin warehouse fire.

You may see a parking tag, you may know of a will or you might run into some kind of news this week.

Open eyes and ears and the thought to call the News Tip Editor at Liberty 4000 is money to you if you possess the three qualifications.

CITY WELFARE AGENT IS SUSPENDED

Action Is Taken After Woman Becomes Hysterical at Overseas Quarters

William R. G. Doyle, an investigator for the Overseers of the Public Welfare, has been under suspension since last Friday, it was learned today.

He was suspended after a woman had become hysterical at the headquarters of the Overseers, Chardon and Hawkins sts., West End, and had been removed in a police ambulance to the Haymarket Relief station.

Doyle is 51 and lives in Langdon st., Roxbury. The woman is Mrs. Nellie Young, 34 of West 8th. st., South Boston. She has been receiving aid from the overseers and had called at the headquarters in that connection.

Patrolman Henry E. Hart of Station 5, which sent the ambulance investigated the case.

Walter V. McCarthy, secretary of the overseers, at first told newspapermen that Mrs. Young had suffered a fit. Later it was understood a written report was being prepared for Mayor Curley by McCarthy.

Constables Urged to Prepare for Test

The 75 constables employed by the city were summoned to Mayor Curley's office today and urged by the Mayor to go to night school and improve themselves so that in the event that the positions they now hold go under civil service they will be able to pass such examinations as are necessary to retain their jobs.

Council Again Acts on Radio Nuisance

Though the mayor vetoed a similar order, the city council at yesterday's session passed another order against the noise of radio and music-producing machines between the hours from midnight to 7 A. M., but extended the radius from fifty to one hundred feet. Councilor Robert G. Wilson, Jr., sponsored the movement. The proposed ordinance would permit a policeman or an aggrieved individual to go to court and file a complaint.

Councilor Norton of Hyde Park who, at a council meeting two weeks ago, declared that one way to keep the tax rate down was by getting away from grafting contractors and the purchasing department, yesterday, completely exonerated Superintendent of Supplies Philip A. Chapman, saying: "So far as the superintendent of supplies is concerned, he is an honorable gentleman and I am sure never personally profited by any of the purchases."

The council introduced an order calling for all supplies to be bought on a competitive bidding plan and to be bought of the lowest bidder.

There was an echo of the Province-street tagging of Mayor Curley's automobile when Councilor Norton spoke on his order to direct the traffic commissioner to enforce all automobile rules and regulations impartially. Councilor Ruby took exception to the order and argued that it was unfair, unreasonable and never intended that the traffic rule apply to the chief executive of the city. President McGrath ruled the order out of order as the traffic commission has no authority to enforce the law. Councilor Norton then obtained permission to amend it to read "police commissioner," and the order was passed.

Councilor Wilson introduced an order that proposed new schools in Dorchester be named after Charles Everett Bauch and William S. McNary. He said the first-named was a war flyer, killed in Akron, O., on March 30 of this year.

The council passed the order asking the police commissioner to reconsider plans to clothe the police department in a new type uniform.

Councilor Murray's order calling for \$350,000 for an overpass or underpass at Forest Hills to relieve traffic congestion was defeated, 6 to 14, but the councilor had his motion carried to reconsider the project at the next meeting of the council.

Councilor Green introduced an order which was adopted, calling upon the mayor to direct the city censor to forbid the showing of sex or crime pictures or the advertising of same by posters where children can see them.

Heneage in Boston for Conference

Dartmouth Graduate Manager Presumed to be Closeted with B. C. Alumni Head

Smoothing of the way toward Dartmouth's use of the Harvard Stadium for its football game with Stanford University on Nov. 28, was in prospect this afternoon with the arrival of Harry R. Heneage, graduate manager of athletics at Dartmouth. Presumably Heneage's errand chiefly concerns a conference with Edward A. McLaughlin, Jr., president of the Boston College Alumni Association whose protest was originally responsible for Mayor Curley's refusal to issue a permit to Dartmouth for the use of the Harvard Stadium on that date.

It is expected that McLaughlin will withdraw his objections and clear the way for further action from the mayor's office. Up to a late hour this afternoon Heneage could not be reached at the University Club where he is stopping and McLaughlin was absent from his office.

Would Make City Constables Safe

Mayor Curley summoned the fifty or more city constables to his office this noon and urged them to so perfect themselves in their duties that they would be able to take civil service examinations before he left office and thus ensure permanency of positions. He spoke of them as his friends and as being anxious for their welfare.

Only the constables and the members of the mayor's office force are now exempt from civil service, and the mayor said that if new regulations were not urged before his administration closed another administration might see fit to do it and the present holders of those positions might find themselves unable to pass examinations without study.

Two Big Contracts for Tomasello Co.

Two big city contracts, one for the completion of the municipal golf course, bridge path and automobile park at Hyde Park, and the other for construction of a double roadway connecting Castle Island with the mainland, have been awarded to A. G. Tomasello & Son, as lowest bidders.

The Hyde Park project attracted six bidders, the lowest being \$207,674 and the highest \$243,979. The Castle Island job attracted seven bidders, the lowest being \$94,772 and the highest \$143,648.

Work will be started Thursday at Hyde Park and the date of completion is Sept. 20, too late to permit of the opening of the course this year. Plans of Park Commissioner Long to have the course ready for play in the fall were blocked when the City Council failed to act promptly on a necessary appropriation order. The award of the contract for the completion of the work, up to the present handled by temporary municipal employees, means that their services will be dispensed with after Thursday.

G. G. A. Raps City on Garbage Work

The question of diminished income to the city of Boston from the collection of commercial waste, necessitates immediate action to make admitted graft in the sanitary division of the Public Works Department less likely," according to the current issue of the Good Government Association pamphlet City Affairs, issued today.

Mayor Curley and Sanitary Division Engineer Post, the association declares, frankly admitted the charge made last spring by the Finance Commission that one cause of the \$38,000 decrease in such revenues in the last seven years is due to the pocketing of money by city employees for waste collection from stores, instead of using tickets purchased at City Hall.

The Finance Commission statement that 1930 revenue from this source increased \$15,000 over the previous year is sharply denied by City Affairs. According to the figures presented, only \$500 increase occurred last year and last year's figures are more than \$31,000 less than the figure four years ago in spite of the fact that the material collected is said to have doubled, it is declared.

"It is astounding," the article goes on to say, "that in the growing city of Boston such revenues should decline 30 per cent in four years and 36 per cent in seven years. Regardless of what administrations should bear the blame for the decline of the last seven years, the present administration alone must shoulder the blame for failure to correct the situation last year, and this, even after there was general agreement as to its cause."

The Finance Commission made the charge of graft; City Hall admitted it; the auditor's figures show practically no improvement in 1930. The conclusion appears inescapable.

"Mere shifting of inspectors' beats is no answer to dishonesty. It is high time to devise a system whereby graft is rendered less likely in order that the revenue of the city may be safeguarded."

CONFER TOMORROW ON STANFORD GAME

Mayor Says McLaughlin So Told Him Today

Mayor Curley, when asked today if there were any developments in connection with the holding of the Dartmouth-Stanford University football game, said that he talked with Edward A. McLaughlin Jr. of the Boston College Alumni this morning, and that the latter said there would be a conference on the matter tomorrow.

Mayor Curley's disposal of his tag, through the regular channels, shows the rest of the citizens the way to attend to such annoyances. Have the chauffeur take it to the station house.

Globe 4/28/31

MAYOR LEADING MAN IN "BOSTON'S PORT"

Many Historic Features in Talking Picture

"Mayor James M. Curley Presents Boston's Port—Produced by the East Coast Sound Pictures."

With this caption, Boston's epic thriller, and talkie, featuring His Honor James M. Curley in the stellar role, was introduced before a favorably impressed audience for its first showing at the Fenway Theatre this morning.

His Honor is not exactly of the Buddy Rogers type, and the scenario did not provide opportunity for him to exhibit his unquestioned histrionic versatility, but it is expected that exhibitors will find in this new leading man a satisfactory box office appeal.

The story is a dramatization of the well-known work, "The Port of Boston," by John T. Scully, in collaboration with Thomas A. Mullen, president emeritus of the Englewood Community Little Theatre Laboratory.

The eternal triangle makes its appearance early in the picturization of this modern melodrama, the angles of the triangle being the port of Boston, the Interstate Commerce Commission and the charming, albeit elusive, differential.

In the very first shot, Mr Curley is shown in a close-up presenting the situation to the public. He says: "We have a realization that Boston must come into its own. We have a realization that the harbor facilities of Boston are adequate and that it is up to Boston to develop its harbor business."

The Mayor goes on to tell something about the port of Boston, describes the works and the port in general and gives it a great boost. After that the action is fast and furious, not unlike "The Front Page" in some respects. Some of the gags are old, but Mr Scully's voice is excellent.

The locale of this talkie is almost anywhere in Boston and the scene shifts quickly from the Navy Yard to the Army Base. There is a flash-back of Boston in 1835 which demonstrates the influence of an earlier political administration when the Republicans were in power. The growth of Boston, as demonstrated by the comparison of Boston in 1835 and Boston in 1931, is simply tremendous.

The steamship Constitution is shown in all its glory. After that there is a shot of the beginning of the construction of the new East Boston Tunnel. It shows Mayor Curley and his little son tossing the first spadeful of earth, the one the son threw a whole lot farther than the Mayor.

Then comes a picture of Boston in 1835, reproduced from an old print. It is not animated. There is an aerial view of Boston and views of the modern city; views of its points of interest and all of Boston's historic shrines from the Old North Church west. How the South Boston Drydock accommodates the Leviathan when it comes into Boston is interestingly explained. The fish business along the water front is shown, and there is a view of the departure of the S. S. France when it inaugurated the Boston service.

Stripped of the wise-cracks of pseudo dramatic reviewing, however, the "Port of Boston" is a good picture and it would be well worth the while of any Bostonian to look it over—J. F. D.

HARVARD IS HOST TO MAYOR CURLEY

Guest at Lowell House High Table Dinner

Boston's Chief Executive Says He Had Enjoyable Time

James M. Curley, Boston's self-made first citizen, was the central figure last night at one of Harvard University's most talked-of academic functions—a Lowell House "high table" dinner.

With some 300 undergraduates looking on from their tables on the main floor, the Mayor dined on a raised platform with more than a score of Harvard's most distinguished scholars.

Mayor Curley has not spent much of his busy life within academic circles and most of Harvard's scholars have not mingled to any great extent with practical politicians. Nevertheless, this meeting between the man of action and the men of thought was mutually agreeable.

The Mayor said he spent one of the most interesting evenings of his life, and if he was impressed by his hosts, they were not less impressed by His Honor.

Despite the fact that there is little publicity attached to a Lowell House "high table," the largest number of Harvard students which has been present at these weekly affairs, turned out to greet the Mayor, seats being at a premium even before the group of 40 or so which sat at the high table arrived, and with the supply of napkins running out before the meal was over—something which has never happened before.

The dining room was opened at 6:15, and the undergraduates started in without ceremony. About 15 minutes later, the door leading from the residence of House Master Julian L. Coolidge directly to the platform, opened. Prof Coolidge stepped aside to usher Mayor Curley in, and after these two followed the rest of the "high table" company, attired, unlike the undergraduates, in dinner coats.

Assigns Honor Place

Prof Coolidge assigned the place of honor at his right to the Mayor, with Prof E. K. Rand, head of the Harvard classics department, on the Mayor's right. Directly in front of His Honor sat Prof Thomas Nixon Carver, one of the country's outstanding economists, and elsewhere at the "high table" were placed, among others, Joseph Lee, a Harvard overseer and father of the playground movement;

Headmaster Kerns of the Country Day School, Newton; Charles Hopkinson, portrait painter of many famous Harvard men; Mason Hammond, senior tutor of Lowell House; Prof W. Y. Elliott and Prof James H. Woods.

Pres Lowell, an honorary member of Lowell House, was not among those present, but no particular significance was attached to this, for the Harvard president is not regular in his attendance at these Monday night affairs.

There were no speeches from the high table and the undergraduates seemed to take the arrival and presence of such distinguished company calmly. Most of them glanced up as the company filed in, wondered briefly what Mayor Curley thought of it all, and then returned to their eating and their private discussions on this or that.

Meanwhile, Mayor Curley, sitting under the portrait of James Russell Lowell, seemed quite at his ease, talking and listening to those who sat about him.

Single and in groups, the undergraduates filed out as they finished eating, and the room was pretty well deserted by the time the company at the high table broke up and adjourned to the tutor's common room for coffee and cigars.

Continue Discussion

There, sitting about informally, the Mayor spent more than two hours, continuing the discussion which had started at dinner on the economic situation.

"We talked," said the Mayor afterwards, "about unemployment, the five-day week, a shorter working day, stabilizing gold and controlling silver, the limitation of the use of machinery, and cutting dividends to make the rich man carry his share of the hard times."

"We did not agree on any one panacea, but I found myself in agreement with a good many of those present. Many of the younger men present, I found, were very liberal in their views, though, of course, some of the older men were more conservative."

"I think that some cooperation among such men as I have been talking with tonight and the labor leaders and public officials will go a long way toward solving our recurring economic problems. I, for one, spent a very fruitful and interesting evening."

Mayor Curley's hosts also seem to have enjoyed their discussions with the Mayor. Though the Russian chimes in the bell tower of Lowell House had already sounded the passing of 10 o'clock when the Mayor said goodbye to Prof Coolidge at the front door, most of the party stayed to the end.

Several spoke highly of the grasp which the Mayor has on the economic situation.

The Lowell House "high table" was been widely criticized as aristocratic, smacking too much of an un-American Oxford. The Mayor was asked what he thought of the idea from that point of view.

"I can't see that there's anything undemocratic about it," was his reply. "The boys sit down on the main floor and talk about what they're interested in, and the others sit up on the platform and talk about what they're interested in. It all seems very natural and very pleasant."

"Was anything said to you about the Dartmouth-Stanford game, Mayor?" His Honor was asked.

"No," with a smile, "not a word, though I was expecting something to bring that up."

City Council Again Votes Penalty For Using Noisy Radio After Midnight

The city council yesterday sent to Mayor Curley for his approval an order sponsored by Councilman Robert G. Wilson, Jr., of Dorchester, making it an offence punishable by a fine not in excess of \$20 to play a radio or other sound-reproducing device, between midnight and 7 A. M., so that it is audible at a distance of 100 feet.

A year ago Mayor Curley vetoed a like order which specified 50 feet as the limit.

The planning board will meet Thursday to consider the wisdom of advising Mayor Curley to create a commission to study the noise-abatement problem. Councilman Wilson, who led the fight last year for the adoption of the radio order, anticipated that unnecessary radio electrical strength would be

among the noises listed as in need of abatement.

"The report of the noise-abatement commission in New York," said Councilman Wilson, "disclosed that radio followed motor trucks and automobile horns as the source of the greatest number of complaints. I do not desire to rob any one of the enjoyment of radio, but what may be a symphony in the evening is a nuisance after midnight."

Councilmen Norton and Bush agreed with the necessity of noise-abatement but they objected to singling out radio. Bush offered the suggestion that flat wheels on the trolley cars of the Elevated were the greatest noise nuisance in Boston.

Wilson's original order called for the application of reduced volume to radios at 11 P. M., but he accepted an amendment by Councilor Murray which set midnight as the time limit for loud concerts.

Harvard Is Host to Mayor Curley At Lowell House 'High Table' Dinner

Mayor Curley was guest of honor of Harvard University last night at a "high table" dinner at Lowell House, where he was the central figure among a group seated on a dais before 300 students on the main floor.

More than a score of Harvard's foremost scholars surrounded the mayor, who said after the dinner that it had been one of the most pleasant events of his life.

His presence brought out a record number of students to the "high table" dinner, which is usually not attended by much publicity, although held in each week. For the first time the dining room was crowded to its capacity.

House Master Julian L. Coolidge

ush-
ered in the mayor, who with the rest of those who occupied the dais, wore a dinner coat. Mayor Curley took the seat of honor to the right of Prof. Coolidge with Prof. E. K. Rand, head of the Harvard department of classics, on his right. Prof. Thomas Nixon Carver, one of the foremost economists in the country, sat directly in front of the mayor and among others at the "high table" were Joseph Lee, a Harvard overseer and father of the playground movement; Headmaster Kerns of the Country Day school, Newton; Charles Hopkinson, portrait painter of many famous Harvard men; Mason Hammond, senior tutor of Lowell House; Prof. W. Y. Elliott and Prof. James H. Woods.

COUNCIL BACKS CURLEY TAGGING

Orders Hultman to Obtain
"Impartial Enforcement"
Of Traffic Laws

POLICE HEAD CLEARS SCHWARTZ OF BLAME

The city council, by passing an order directing Police Commissioner Hultman to obtain impartial enforcement of all traffic regulations, took a hand yesterday in the controversy between Mayor Curley and the police head over tagging of the mayor's car last week for "double parking" in Province street.

Councilman Clement A. Norton of Hyde Park, who sponsored the order, declared afterward that its effect is to commend Hultman for his attitude toward the mayor's protests. Before its adoption, however, Councilman Robert G. Wilson, Jr., of Dorchester, charged that police allow favored taxicabs to ignore traffic rules at the North and South stations and Back Bay hotels. He apparently interpreted the order as a demand that Hultman stop this.

Meanwhile the mayor's tag was taking the usual course followed in cases of less privileged owners. It had been sent back to the mayor by Mr. Hultman, with the laconic suggestion that the driver of the automobile present it to the Milk street police station. The mayor announced yesterday that this would be done.

But the commissioner received a lecture from the mayor in a letter in which he was openly chided for failing to display "the essence of common sense" in the matter.

In a letter to the mayor, Hultman absolved his legal adviser, Leo Schwartz of responsibility or knowledge of any plan to tag the mayor's car.

During the council session, Councilman Israel Ruby asserted that the police department should grant preferential consideration to the mayor. Councilman Norton agreed, but contrasted a like situation which confronted Mayor Walker of New York. Norton declared that Walker had personally returned the tag to the police commissioner with the statement that he expected to be treated like every other motorist.

Commissioner Hultman last night declined to comment on the statement issued by Mayor Curley regarding the tagging.

"Inasmuch as I have not received official communication from the mayor's office, I cannot give out any statement at this time, and I will reserve my comment until I have digested its contents," the commissioner said.

TO DISCUSS BIDDING ON CITY TIRE NEEDS

Council to Hear Hultman and
Supt. Chapman

Two city officials who virtually control municipal contracts for motor and office equipment, Superintendent of Supplies Philip A. Chapman and Police Commissioner Hultman, were yesterday directed by the city council to be prepared Monday to discuss the benefit of competitive bidding for such equipment.

In offering an order providing for advertising for competitive bids for automobiles, tires and office equipment, for which \$420,000 was made available this year, Councilman Clement A. Norton declared that by buying tires and tubes in competition, the city's requirements for three years could be obtained at the cost of last year's expenditures, \$85,000.

Norton stressed his faith in the integrity and honesty of Supt. Chapman but vigorously assailed the alleged extravagance of buying equipment in small lots instead of on the basis of the yearly departmental requirements.

Councilman Ruby suggested that Chapman and Hultman be given an opportunity to explain why purchases were not made on a competitive basis and Norton's acceptance led to instructions to the officials to attend next week's meeting.

If the school committee is favorably inclined, the council suggested that two new schools in ward 17, Dorchester, be named after the late William S. McNary, who served in the city, state and national governments, and Charles E. Bauch, a Dorchester aviator who was decorated by the Italian government for bravery in the world war, who survived the disaster to the dirigible Shenandoah, a few years ago, and who was killed at Akron, O., several months ago.

The offer of the transit department of \$118,000 for the building and land at 53 North Market street, bequeathed to the city in the will of Mary P. C. Cummings was accepted.

COUNCIL REFUSES LOAN FOR FOREST HILLS

A loan of \$350,000 to meet the cost of an underpass at the intersection of Washington street and Jamaica way, at Forest Hills, was rejected by the city council yesterday by a single vote. Fourteen of 15 necessary votes were cast in favor of the order.

Councilman Peter A. Murray of Ward 19 gave notice of reconsideration next Monday. The project was not included in the program for which loan orders were recommended this year by Mayor Curley, but Murray has been insistent, as the representative of unanimity of sentiment in the district, in presenting the matter to the mayor for a definite decision.

Traffic congestion at the intersection is serious, but there is a difference of opinion as to whether an overpass or an underpass should be selected to remedy dangerous conditions.

CITY GOLF COURSE JOB IS AWARDED

Tomasello Co. Wins Two Cov-
eted Contracts

Two of the most coveted municipal contracts awarded this year were won yesterday by A. G. Tomasello & Son, Inc.

For completing the municipal golf course at Hyde Park, exclusive of the clubhouse, the bridge path and the automobile park, the Tomasello concern will receive \$207,674.50. Their bid was the lowest of six proposals.

Work will be started Thursday and the date of completion is Sept. 20, too late to permit of the opening of the course this year. Plans of Park Commissioner Long to have the course ready for play in the fall were blocked when the city council failed to act promptly on a necessary appropriation order.

The award of the contract for the completion of the work, up to the present handled by temporary municipal employees, means that their services will be dispensed with after Thursday.

Another contract to the Tomasello concern calls for the construction of a double-roadway connecting Castle Island with the mainland and of the creation of a park for the accommodation of 1000 automobiles.

A third contract to the same concern was awarded by preference on the recommendation of Park Commissioner Long. It calls for the laying of sewer and water pipes at the new L street bath house at a cost of \$2497.

COUNCIL WOULD BAN CRIME AND SEX FILMS

Gangster Pictures Blamed for Crim-
inal Tendency of Youths

The city council acted yesterday to prevent the exhibition of films, dealing with crime and sex, in places of public entertainment to which children are admitted.

In an order sent to Mayor Curley requesting him to direct the city censor to take immediate action, the council not only asked the prohibition of the films, but also of the display of posters advertising such attractions.

Councilmen Green of Charlestown, Gallagher of Brighton and McGrath joined in an attack on the character of films which they considered harmful to children and agreed that much of the cause of the criminal tendencies of youths are due to the influence of gangster films.

Gallagher declared that clergymen of several denominations had called his attention to the indecency of posters, advertising films, and had specified a number which they characterized as particularly offensive.

SENATE PASSES BILL FOR AIRPORT

Original Provision for \$250,000
Increased by Addition
Of \$1,000,000

Mayor Curley's bill authorizing the city of Boston to borrow \$1,250,000 for development of the Boston Airport was passed to be engrossed under suspension of rules at yesterday's session of the state Senate. As originally presented to the House the bill called for an appropriation of \$250,000, which was increased by amendment to \$1,250,000. The Senate now has concurred with the House in authorizing the larger sum.

A strong fight had been made against the bill by Senators Samuel H. Wragg of Needham, Henry Parkman, Jr., of Boston, Charles C. Warren of Arlington and Arthur W. Hollis of Newton. Wragg attempted to reduce the sum to the original \$250,000 recommendation, while Parkman endeavored to have the appropriation cut to \$500,000.

The bill had been extensively lobbied by Mayor Curley's agents and prior to the session each senator received a communication from the mayor which characterized the recent protest of the Boston Real Estate Exchange against the bill as "neither meritorious nor truthful."

COUNCIL FROWNS ON HULTMAN'S LATEST

Plan for Another New Uni-
form for Police Rouses
Vote of Protest

The city council late yesterday unanimously voted to ask Commissioner Hultman to reconsider his decision to change again the uniform of the men and officers in the police department.

This action was speedily taken after Councilman Wilson introduced the order. He said that the commissioner failed to let the council know when he submitted his budget that he was going to effect a change in dress for the men. Wilson declared that there was no justification for spending the city's money and he also asserted that the department uniforms have been changed three or four times within the past few years. With the frequent changes in the past he believed that the police commissioner should have been informed fully as to the final type of uniform.

In advocating the discard of the present summer uniforms, Commissioner Hultman plans to equip the department with gabardine outfits, leather puttees, laced up the front, rolled collars and Sam Browne belts, with exposed holsters.

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BAN SEX AND CRIME FILMS

Council Takes Action on All Shows Which Children Attend---To Close Those Offending

Banning of sex and crime "movies" at all performances to which children are admitted was ordered yesterday by the Boston City Council. With a unanimous vote it directed that posters advertising love and hate scenes in the theatre lobbies should also be barred.

TO CLOSE THEATRES

In the order presented by Councillor Thomas H. Green of Charlestown, Mayor Curley was requested to direct City Censor John M. Casey to close theatres which allow children to attend shows displaying sex problems and racketeering.

"I'm neither a reformer nor an informer," declared the Charlestown Councillor, "but it is about time that we should stop all this stuff about sugar-daddies, party girls, gunmen, racketeers, rum-runners and other junk that is being served up to the youngsters in the movies."

"The posters displayed in the theatre lobbies and on billboards were anything but decent," Councillor Edward M. Gallagher protested, insisting that these two be placed under the ban.

Sanctifying Gangsters

Announcing that he was neither a "purist" or a "moralist," President Joseph McGrath joined in the protest. He said that Capone, Rothstein and gangsters were being served up to the children as "liberal, charitable and well-meaning citizens, whose motives were misunderstood," and as a result the youngsters wanted to "pack a gat" and start out on careers of crime.

"Criminologists tried to tell us that gunplay and crime waves were the result of the World war," stated McGrath, "but yet they admit that the crimes of today are being carried out by youths of 13 and 20. No boy of 20 was old enough for the last war."

Dr. Seth F. Arnold, representing the Back Bay in the Council, disagreed with his colleagues, contending that the duty of keeping the children away from this type of show rested on their parents, but Councillor Green countered that the parents did not know when a child might pick up a dime and step into a movie show. So the order was adopted.

Has Spent 50 Seasons at L St. Bathhouse

A half century at the L street bathhouse without missing a single bathing season was the record held out to Mayor Curley yesterday by Richard Pinksohn, Milk street insurance man, who would like to know whether any other swimmer has a better attendance mark.

He figured out for the Mayor that he had spent about 200 days walking between the beach and the car stop, at an average of five minutes each way. This will be his 51st season, so he praised the Mayor for making the new bathhouse possible.

BIG CONTRACT DAY FOR TOMASELLO CO.

Yesterday was a big day for A. G. Tomasello & Son, contractors, for they were the lowest bidders on the big job of constructing a double-barrelled parkway over a half-mile stretch from Gardner way to Marine Park, on Castle Island, South Boston, at a price of \$94,772.50. This job, which also includes the filling of flats to create a parking space for 1000 cars, will be started next Monday, the contractor agreeing to complete this work in two months.

The Mayor also approved the award of a \$2497 contract to the Tomasello company to connect the new L street bathhouse with the sewer and water services in Columbia road, South Boston. The same firm was also given the \$270,674.50 contract for construction of a municipal golf links in Roslindale and Hyde Park.

City Gets \$118,000 for Property for Tunnel

The City Council yesterday voted to accept \$118,000 which was awarded by the Transit Commission to the city for the taking for the entrance to the new East Boston traffic tunnel of the property at 53 North Market street, which was willed to the city by the late Mary P. C. Cummings of Woburn, who died over three years ago.

The park department will use the income from the money to improve a large tract of land at Woburn and Burlington, which was also left to Boston by the Cummings' will.

Mayor Curley Guest at Lowell House Dinner

Mayor Curley was guest of honor at the weekly high table dinner at Lowell House last night.

President A. Lawrence Lowell of Harvard University was unable to be present at the dinner, but the Boston head was entertained by Professor Julian L. Coolidge, master of Lowell House. Following the dinner Mayor Curley joined various groups of Harvard students, chatting with the Harvard undergraduates.

Mayor Curley was also shown through Lowell House, and the Boston Mayor evidenced much interest in the new Harvard house, patterned after the English college dormitories.

RECORD 4/28/31 MAYOR REPLIES TO HULTMAN IN AUTO TAGGING

Police Commr. Hultman stuck to his previously announced determination to back up his force in the exchange of billet doux that marked the return of the parking tag to Mayor Curley yesterday.

A short time after the tag reached City Hall it was on its way to Div. 2, as suggested in the communication of Commr. Hultman, to become part of the record of traffic violations charged against the Mayor.

When the car was tagged for double line parking in Province st. a few days ago, Mayor Curley was indignant and expressed the opinion that it was the work of Leo Schwartz, legal adviser to Hultman, by way of retaliation for being forced off the zoning board.

Hultman took note of this complaint in his letter to the mayor and said he could find no evidence to support the opinion that Atty. Schwartz had anything to do with the tagging. Mr. Hultman wrote:

"I am returning tag No. A13-814, which should be turned in to Div. 2 by the operator of the car bearing registration No. 576."

Not to be outdone in politeness the Mayor replied:

"I recognize the decency, dignity and decorum essential to law enforcement, but regret that the essence of common sense in this case at least, is lacking. And apparently this closes the incident."

WINS FIGHT FOR BIG JOB AT AIRPORT

Curley's \$1,250,000
Bill Approved
by Senate

Mayor Curley will get his authority to borrow \$1,250,000 outside the debt limit of the city for improvement of the East Boston Airport, including the connection with Governor's Island.

PREVIOUSLY CUT

Although the committee on municipal finance cut this proposition to \$250,000 when it turned down several other proposals of the Mayor to borrow for improvements, the Senate yesterday suspended all of its rules, on motion of Senator Ulin of Dorchester, and passed the bill for the larger amount through all its readings at the same session. Last week the House substituted the \$1,250,000 bill for the measure reported by the municipal finance committee.

Efforts were made to defeat the Mayor's request in the Senate yesterday afternoon. Senator Wragg of Needham, chairman of the municipal finance committee, said that the \$250,000 recommended by his committee was enough to give the East Boston airport an AA federal rating, and that the city of Boston, with its other heavy expenditures, ought not to be permitted to make the extra borrowings for the improvement this year.

Amendments Beaten

Senator Ulin spoke in favor of the measure, urging that the city should be permitted to develop the airport at this time to an extent sufficient to attract business and keep abreast of the times. Senator Ward of Roxbury, also urged the larger amount. Senator Parkman of Boston, offered an amendment setting the amount to be borrowed at \$500,000. This amendment was beaten, 8 to 23, on a standing vote and the amendment of Wragg to cut the amount down to the \$250,000 recommended by his committee, also lost on a standing vote, 10 to 24. The \$1,250,000 bill was then put through all its readings under suspension of the rules.

Prior to voting on the measure, each member of the Senate received a letter from Mayor Curley refuting statements made by the Boston Real Estate Exchange in opposition to the bill. The Mayor said the Exchange's statement that the city has enough money inside its borrowing capacity is untrue, pointing out that all of the authorized debt inside the debt limit is exhausted, except about \$400,000, which, the Mayor said, should be kept intact for a flood, conflagration or other extreme emergency.

COUNCIL IN BLAST AT HULTMAN

Scathing Attacks on
Tagging of Mayor's
Automobile

Police Commissioner Eugene C. Hultman became the target for a thundering barrage of criticism late yesterday when the City Council leaped into the controversy over the tagging of Mayor Curley's official car for parking opposite City Hall.

Defending the action of the mayoral chauffeur in parking in a double line, Councillor Robert Gardiner Wilson, Jr., called upon the commissioner to stop not only the double parking but the triple parking which he claimed was allowed cabs of a "favored taxi company."

WANT HIM TO EXPLAIN

At his demand, the Council passed an order insisting that Police Commissioner Hultman reconsider his determination to dress up the policemen this summer with leather puttees, Sam Brown belts and new uniforms. The expense of the extra uniforms at this time and the opposition to wearing leather in the summer were given in the Council as sufficient reasons to condemn the new regalia.

To top off the session, the Council invited Commissioner Hultman to appear before its executive committee next Monday to explain proposed purchases of police automobiles, tires, tubes and other equipment. At this meeting several other department heads will appear in an effort to obtain mass purchasing to secure lower prices.

In a communication to the Mayor, Commissioner Hultman yesterday reported that he could "find no evidence to support the opinion that Leo Schwartz, legal adviser to the police department, was connected with the tagging matter in any way whatsoever." This was in answer to the Mayor's contention that his car was tagged on orders from Schwartz, who resigned from the zoning board at the Mayor's demand.

With the letter from the commissioner was the tag which he suggested should be returned to the Milk street station by Chauffeur Charles Manion, rather than mailed to headquarters by the Mayor.

Sarcastic Reply by Mayor

Members of the Mayor's staff declared that the policeman who carried the

commissioner's message to City Hall illegally parked his car beside the fire hydrant opposite City Hall while making the delivery.

At the commissioner's suggestion the mayoral chauffeur returned the tag to the Milk street station, starting it on its way through the official channels.

Acknowledging the commissioner's letter, the Mayor with sarcasm wrote to Mr. Hultman: "I beg you will accept of my sincere appreciation for the exceptional courtesy which you have displayed to me and the office which I occupy in this entire matter. I recognize that decency, dignity and decorum are essential to law enforcement, but regret that the essence of common sense, in this case at least, is lacking."

Before leaving police headquarters last night, Commissioner Hultman declined to comment on the Mayor's letter, explaining that he preferred to reserve any statement until the message should officially come before him.

Councillors Israel Ruby of Dorchester and Clement A. Norton of Hyde Park directed scathing attacks on the Hultman activities in regard to the Mayor's official car, in line with that of Councillor Wilson.

CITY HALL NOTES

The City Council will make a personal examination of 217 men who desire to be constables this year in order to weed out the unworthy applicants and tone up the character of the process-servers.

Expenditure of \$85,000 to reinforce the steps and platform of the central library building at Copley square was authorized yesterday by the City Council. At the same time, improvements at Castle Island Marine Park at a cost of \$25,000 were also approved.

A loan order of \$350,000 for the construction of an underpass at Forest Hills to permit the Arborway traffic to dip down under Washington street, was rejected by the Council by a vote of 14 to 6. Councillor Peter A. Murray of Jamaica Plain, sponsor of the improvement, secured a vote for reconsideration and the matter will come up again next Monday.

Declaring that diphtheria and scarlet fever were "rampant" at Charlestown, Councillor Thomas H. Green obtained passage of an order requesting the Mayor to retain on the payroll temporary workers who have been active in cleaning the streets and back alleys.

To honor the late Congressman William S. McNary and the late Charles Everett Bauch, aviator, the City Council yesterday adopted resolutions recommending that their names be given to two new school buildings to be erected in Dorchester.

Display of second-hand furniture on the city sidewalks and in vacant lots would be prohibited under an ordinance proposed yesterday to the City Council by Mayor Curley.

Exoneration of Purchasing Agent Philip A. Chapman was made publicly yesterday in the records of the City Council by Councillor Clement A. Norton of Hyde Park, who recently attacked the city's purchasing methods.

Warren Reardon of Harry E. Burroughs Foundation, with Two Pals, Hops off for New York City; Carry Letters from Mayor Curley

The first newsboy to deliver papers by plane took off from the East Boston airport today in a Stinson-Detroit monoplane for North Beach, Manhattan, from which point he will proceed to the office of Mayor James Walker, at the New York City Hall, and deliver copies of Boston papers.

CARRY CURLEY MESSAGES

He is Warren Reardon, a Harvard freshman and a member of the Harry E. Burroughs Newsboys Foundation, Somerset street, winner of the Burroughs scholarship fund. He was accompanied by two other boys, George Porter and Claude Turner, who will carry messages from Mayor Curley to Mayor Walker and to ex-Gov. Alfred E. Smith.

This innovation in newspaper distribution by newsboys via plane was part of the observance of Newsboys' week, which has been proclaimed by the Governor. All the papers were especially marked as complimentary.

Upon their arrival in Manhattan the boys will be whisked over the road, about a 20-minute ride, to Mayor Walker in City Hall where they will deliver their papers and messages of greetings sent by Mayor Curley to the chief executive of that great metropolis.

They then will be guests at a luncheon of the Bruce Newsboys Foundation in

New York and from there they will visit the Empire State building upon invitation of former Gov. Alfred E. Smith.

The pilot of the plane was Capt. Charles Loring. The take off was perfect and the boys smiled and waved good-bye to bystanders as the airship soared rapidly over the airport.

MAYOR HOST TO BLIND WORKERS

Guests at Luncheon Include 100 Foreign Delegates to Parley

Mayor Curley was host today at a luncheon at the Copley-Plaza tendered the delegates to the world conference of workers for the blind, in Boston for a two-day visit to educational institutions.

Prominent at the luncheon were two well known workers for the blind, Dr. Edward E. Allen, director of the Perkins Institution for the Blind, and Robert I. Bramhall, director of the division of the blind of Massachusetts.

The guests included about 100 foreign delegates from 35 countries who came to the United States at the invitation of President Hoover to take part in the world conference for the blind which opened April 14 in New York city.

An important part of the conference is the visit of the delegates to various agencies such as the Perkins Institute to mark the work that is being done for handicapped children.

What various countries are doing for the blind was discussed at the luncheon today. It was brought out that work for the blind has been neglected in Poland, Czechoslovakia, the Balkan countries in most of the Asiatic countries and in some of the Latin-American countries. On the other hand the German system of compulsory employment of the handicapped in regular industrial and commercial concerns has demonstrated the feasibility of many lines of occupation never tried in America.

The attitude of the churches in France has resulted in the employment of many blind organists and choir directors, it was reported.

All the delegates agreed that the teaching of blind children should be emphasized in particular fashion.

From Boston the delegates will return to New York city, where tomorrow and Thursday the final reports and conclusions of the conference will be read.

URGE FILLING CHANNEL, BAY

Gow, Rourke, Curley and New Haven Official Back Project

Col. Charles R. Gow of Boston, supported today before the House ways and means committee the report of a legislative commission of which he was a member, advocating the filling in of Fort Point channel and South Bay waterways at a total expenditure of \$6,821,800.

He pointed out that the water commerce in this section has dwindled and that, if that section had railroad communication, it would be an ideal location for general warehouse purposes. He called attention to the enormous expenditure now existing in the unloading of goods from trucks. To carry out the proposed fill, he said, "It would be necessary to construct at a cost of \$3,282,000 a conduit system to carry out Dorchester and Roxbury sewage and storm flows beyond the Dorchester avenue bridge."

He pointed out that the Dorchester, Broadway and Dover street bridges now cost about \$87,000 for maintenance annually, while the Dorchester avenue bridge will have to be replaced at an estimated cost of \$800,000.

He said also that the bill would benefit, because conditions at present limit fit passengers using the New Haven railroad the number of trains over the bottleneck bridge there. He estimated that through resale of land reclaimed by filling and by other means, a net return of more than \$6,000,000 could be obtained.

Joseph A. Rourke, public works commissioner of the city of Boston, and a member of the special commission, agreed that the project should go through, but disagreed in some respects with Gow as to the advantages to the city. He said the Dorchester avenue bridge need not be rebuilt at present, that it will last 15 years or more.

Mayor Curley appeared in favor of the measure. He declared that many concerns have left the area and he assumed the project as outlined would be of tremendous benefit to the railroads and some real benefit to the city.

He said the present waterway is unsafe and insanitary at low water. Others in favor were Arthur P. Russell, vice-president of the New Haven, and former Representative Renton of Brookline, Brookline, representing an Albany street property owner. There was an opposition.

NEW STRANDWAY URGED BY MAYOR

Would Expend Million in East Boston to Provide Jobs

Mayor Curley urged before the House committee on ways and means today a bill calling for expenditure of \$1,000,000 for the construction by the department of public works of a strandway along the East Boston waterfront as an opportunity to provide employment of persons now collecting relief.

Under the terms of the bill half of the cost of the total would come out of the state highway fund and the rest would be defrayed by the city of Boston.

When the mayor was told that all the highway fund had been appropriated and the general appropriation bill signed, he said that if the committee is prepared to authorize the city to borrow \$1,000,000 outside the debt limit "we feel it is a good investment and are prepared to do it." Members of the Legislature from East Boston also favored the bill.

Globe

4/28/31

FOR STRANDWAY IN E. BOSTON

Project Would Aid Jobless, Curley Believes

Mayor Curley appeared today before the Ways and Means Committee of the Massachusetts House of Representatives to urge favorable action on a bill providing for the construction by the State Department of Public Works of a strandway along the East Boston waterfront at a cost not to exceed \$1,000,000.

The strandway would be laid out beginning at a point in the World War Memorial Park, or near the terminus of Neptune road, over public and private land easterly of the Boston, Revere Beach & Lynn Railroad and along or adjacent to Bayswater st to a point in Saratoga st westerly of the bridge over Belle Isle inlet.

It was pointed out by the Mayor that such a project would be a good investment in several ways, including an aid to unemployment and a health and recreational benefit.

"We read rosy reports of improvements in business conditions," the Mayor said, "but the demand on our Public Welfare Department does not bear out the public utterances of these benefactors."

The Mayor said that many men have been laid off by a Boston public service corporation, and ventured the opinion that there are as many unemployed in Greater Boston today as there were six months or a year ago.

"We believe this measure could be regarded in the light of an unemployment relief measure as it would provide an opportunity for the employment of people in substitution of the dole," said Mr Curley.

Half the cost would come from the State highway fund under the terms of the bill, and the remaining 50 percent of the \$1,000,000 would be borne by the city of Boston.

It was pointed out by committee members to Mayor Curley that all the highway fund had been appropriated, and the general appropriation bill had been signed.

To this the Mayor replied that if the committee is prepared to authorize the city to borrow \$1,000,000 outside the debt limit, "we feel it is a good investment and are prepared to do it."

The Mayor called attention to the increased valuation which followed various projects, including the South Boston Strandway, Dorchester rapid transit and a number of street widenings. The Mayor said that he felt that the work in East Boston could be done within the \$1,000,000 amount, and stated that prevailing costs would permit it to be performed at 25 percent less than in January, 1930.

Representatives Hearn, Barker and Sullivan of East Boston were recorded in favor of the proposed improvement.

YOUNGMAN JOKES ABOUT CURLEY

Speaks at Swedish Night in Somerville

Lieut Gov Youngman, principal speaker last evening at a "Swedish Night" meeting of the Somerville Women's Republican Club held in G. A. R. Hall, that city, indulged in a few jokes about Mayor Curley, who, he said, had found him capable of giving emphatic answers on more than one occasion. He gave his audience to understand that he will be a candidate for the party nomination for Governor next year. He insisted that Massachusetts is still a Republican State, and urged his hearers to oppose the pre-primary convention program.

About 300 women and men were pres-

ent when the president, Mrs. A. H. Weeks, presented Mr Youngman.

The program included speeches by Representative Edward J. Sandberg of Quincy, Representative T. M. Petersen of Springfield and Senator Christian Nelson of Worcester.

The latter said that if the party is to be victorious, the wet and dry issue must either be eliminated altogether, or the party must stand united on one side of the question. He advocated the nomination of Mr Youngman for Governor next year, and advised against a primary contest between several candidates. "Mr Youngman can defeat Gov Ely," he declared.

There was singing by Edith V. Gustafson and Sylvia A. Elmstrom, accompanied by Frieda Steck and Blanche Mates, and Swedish dances in costume.

Mrs Weeks announced that at the May meeting of the club there will be a joint debate on the preprimary convention issue between Lieut Gov Youngman, negative, and Amos L. Taylor, chairman of the Republican State committee affirmative.

TRAVELER 4/28/31

G. G. A. ASSERTS GRAFT ADMITTED

Assails Diminished Income from the Collection of Commercial Waste

The question of diminished income to the city of Boston from the collection of commercial waste necessitates immediate action to make admitted graft in the sanitary division of the public works department less likely, according to the current issue of the Good Government Association pamphlet City Affairs, issued today.

Mayor Curley and Sanitary Division Engineer Post, the association declares, frankly admitted the charge made last spring by the finance commission that one cause of the \$38,000 decrease in such revenues in the last seven years is due to the pocketing of money by city employes for waste collection from stores instead of using tickets purchased at City Hall.

The finance commission statement that 1930 revenue from this source increased \$15,000 over the previous year is sharply denied. According to the figures presented, only a \$500 increase occurred last year and last year's figures are over \$31,000 less than the figure four years ago in spite of the fact that the material collected is said to have doubled.

"It is astounding," the article goes on to say, "that in the growing city of Boston such revenues should decline 31 per cent, in four years and 36 per cent in seven years. Regardless of what administrations should bear the blame for the decline of the last seven years the present administration alone must shoulder the blame for failure to correct the situation last year, and this, even after there was general agreement as to its cause."

"The finance commission made the

charge of graft. City Hall admitted it the auditor's figures show practically no improvement in 1930. The conclusion appears inescapable.

"Mere shifting of inspectors' beats is no answer to dishonesty. It is high time to devise a system whereby graft is rendered less likely in order that the revenue of the city may be safeguarded."

AMERICAN 4/29/31

Bolton Resigns His Post on Site Board

Charles K. Bolton today resigned as a member of the commission on the marking of historical sites. Mayor Curley accepted the resignation and appointed Charles B. Maginnis, prominent Boston architect, to fill the vacancy. Mr. Bolton is a director of the Boston Athanaeum.

Mayor Aids Drive of Shawmut K. of C.

The drive now being conducted by members of Shawmut Council, Knights of Columbus, to raise funds for a clubhouse, received the endorsement of Mayor Curley today.

The Mayor is a charter member of the organization. A fair is to be held by the organization in Lithgow Hall, Dorchester, tomorrow and Friday evenings.

The Mayor today presented Anthony Cosgrove, chairman of the committee in charge of the fair, with a substantial contribution toward the building fund.

Pakulski Named to Zoning Board

Asst. Corp. Counsel H. Murray Pakulski today was appointed a member of the board of zoning adjustment by Mayor Curley. He fills the vacancy caused by the resignation of Leo Schwartz, counsel for Police Commissioner Eugene C. Hultman.